MASER CONSULTING P. A.

Engineers Planners Surveyors Landscape Architects Environmental Scientists

Traffic Impact Study

North 60

Town of Mount Pleasant, Westchester County, NY

November 15, 2019

Prepared For

The Gateway Development Group

Prepared By

Maser Consulting P.A.
400 Columbus Avenue – Suite 180E
Valhalla, NY 10595
914.347.7500

John T. Collins, Ph.D., P.E.
Executive Principal
License No. 46029

Ronald P. Rieman
Associate/Project Manager

MC Project No. 17003592B

TABLE OF CONTENTS — PAGE NO.

SECTION A: INTRODUCTION 1
A1. PROJECT DESCRIPTION 1
SECTION B: EXISTING TRANSPORTATION SYSTEM 2
B1. DESCRIPTION OF EXISTING ROADWAY NETWORK 2
B2. PUBLIC TRANSPORTATION 4
SECTION C: EXISTING & FUTURE TRAFFIC VOLUMES 6
C1. YEAR 2019 EXISTING TRAFFIC VOLUMES 6
C2. YEAR 2024 NO-BUILD TRAFFIC VOLUMES 8
C3. YEAR 2024 NO-BUILD - W/ PROPOSED ROUTE 9A CONNECTOR 9
C4. PHASE 1 – YEAR 2024 BUILD TRAFFIC VOLUMES 9
C5. MASTER DEVELOPMENT PLAN (PHASE 2) 10
SECTION D: CAPACITY ANALYSIS 12
D1. DESCRIPTION OF ANALYSIS PROCEDURES 12
D2. RESULTS OF ANALYSIS 12
SECTION E: NEIGHBORHOOD TRAFFIC 22
E1. EXISTING CONDITION 22
E2. FUTURE CONDITION 23
SECTION F: FUTURE TRANSPORTATION NETWORK 24
F1. CONNECTIVITY NORTH 60 – WESTCHESTER MEDICAL CENTER (WMC) 24
F2. ROADWAY IMPROVEMENTS 24
F3. TRANSPORTATION SHUTTLE 25
F4. MONITORING PROGRAM 26
SECTION G: ALTERNATE DEVELOPMENT 28
G1. BY RIGHT ZONING 28
G2. RESIDENTIAL DEVELOPMENT 28
SECTION H: ACCIDENT DATA 30
SECTION I: SUMMARY AND CONCLUSION 32

APPENDICES

APPENDIX A..... SITE LOCATION/STUDY AREA INTERSECTIONS
APPENDIX B.....PUBLIC TRANSPORTATION
APPENDIX C..... TRAFFIC VOLUME FIGURES – PHASE 1
APPENDIX D ..... OTHER DEVELOPMENT TRAFFIC VOLUMES – PHASE 1
APPENDIX E.....TRIP GENERATION TABLE – PHASE 1
APPENDIX F ..... TRAFFIC VOLUME FIGURES – PHASE 2
APPENDIX G..... OTHER DEVELOPMENT TRAFFIC VOLUMES – PHASE 2
APPENDIX H .....TRIP GENERATION TABLE – PHASE 2
APPENDIX I ..... LEVEL OF SERVICE STANDARDS
APPENDIX J ..... LEVEL OF SERVICE SUMMARY TABLES
APPENDIX K.....SYNCHRO ANALYSIS – PHASE 1
APPENDIX L.....SYNCHRO ANALYSIS – PHASE 2
APPENDIX M.....NEIGHBORHOOD TRAFFIC VOLUMES
APPENDIX N ..... ROADWAY IMPROVEMENTS
APPENDIX O .....ALTERNATE DEVELOPMENT
APPENDIX P..... TRAFFIC COUNT DATA
APPENDIX Q .....ACCIDENT DATA

SECTION A: INTRODUCTION

A1. PROJECT DESCRIPTION

(See Figures No. 1A, B, C, D)

The Traffic Impact Study was prepared to evaluate the potential traffic impacts of the proposed Westchester BioScience and Technology Center herein referred to as North 60 on the surrounding roadway network. The development is proposed to include a Phase 1 development consisting of some 500,000 s.f. and a Master Development Plan (Phase 2) consisting of a total of some 3,000,000 s.f.

The proposed development will include bio-tech/research and development related uses including medical offices, neighborhood retail, hotel, children's living science education center and potential residential uses as part of a comprehensive master plan.

Phase 1 is proposed to have 500,000 s.f. of development consisting of a 120 room hotel, 100,000 s.f. of medical office, 220,000 s.f. of bio-tech/research and 75,000 s.f. of retail space (20,000 s.f. grocery store, 20,000 s.f. fitness, 20,000 s.f. pharmacy with drive-through and 15,000 s.f of general retail). Access to Phase 1 will be provided via two driveway connections to Hospital Road. As part of the Phase 1 development, a Connector Road between Hospital Road and NYS Route 9A is proposed. It is anticipated that Phase 1 will be completed and occupied by 2024. Other recommended improvements are discussed in Section D.

The Master Development Plan (Phase 2) will include a total of 3,000,000 s.f. consisting of the 120 room hotel, 400,000 s.f. of medical office, 2,144,000 s.f. of bio-tech/research, a 142,000 s.f. children's living science education center and 209,000 s.f. of retail space (20,000 s.f. grocery store, 20,000 s.f. fitness, 20,000 s.f. pharmacy with drive-through and 149,000 s.f of general retail). Access to the Full Build-Out (Phase 2) development will be provided via two driveway connections to the NYS Route 9A Connector Road and the two driveways to Hospital Road. It is anticipated that Phase 2 will be completed and fully occupied by 2039. Other improvements that are planned are discussed in Sections D and F. While not currently proposed as part of the Phase 1 and Phase 2 Development Plan, a potential residential alternative development plan is discussed in Section G.

The site location and study area intersections are shown on Figures No. 1A, 1B, 1C and 1D in Appendix A.

SECTION B: EXISTING TRANSPORTATION SYSTEM

B1. DESCRIPTION OF EXISTING ROADWAY NETWORK

(Figures No. 1A, 1B, 1C, 1D)

The following major roadways serve as the primary routes to and from the site.

1) Sprain Brook Parkway

The Sprain Brook Parkway is a limited access north/south roadway under the jurisdiction of the New York State Department of Transportation (NYSDOT) consisting of three (3) lanes in each direction. The posted speed limit is 55 MPH and the roadway pavement is in generally fair to good condition with no tractor trailers permitted.

Since it is a limited access facility, access surface streets, which provides direct access to the site are:

- Northbound off ramps and a southbound on ramp to Hospital Road. "Stop" sign control.
- Northbound/southbound on ramps and a southbound off ramp to Bradhurst Avenue (Route 100). "Stop" sign control.
- Northbound and southbound on/off ramps to Route 100C (Grassland Road). Signal control.

Based on observations, there is significant queuing on the northbound off ramps to Hospital Road and Route 100C during the Weekday AM Peak Hour. That queue (especially at Route 100C) extends onto the mainline with vehicular queues along the shoulder. At the northbound off ramp to Hospital Road, vehicles use the shoulder to turn right towards Bradhurst Avenue when the left lane queue develops due to traffic volume and traffic control ("Stop" sign). It should be noted that both ramps are impacted by the signalized intersection to the east along Bradhurst Avenue (Route 100).

During the PM Peak Hour, there is a significant build up of traffic on the northbound lanes due to the elimination of the right turn lane before the merger of the Sprain Brook Parkway and the Bronx River/Taconic Parkway. That build up extends south of Hospital Road.

2) Hospital Road (Perpheral Road)
Hospital Road is under County control with a speed limit of 25 MPH and extends from Bradhurst Avenue to Sunshine Cottage Road (Hammond House Road). Depending on locations, there is one through lane per direction with a left or right turn lane provided and is signalized at its intersection with Bradhurst Avenue (NYS Route 100). There are no restrictions on trucks or buses and there are no sidewalks or bicycle lanes along this roadway. Hospital Road is in generally fair to good condition.

3) Woods Road
Woods Road is under County control with a posted speed limit of 25 MPH and extends from Hospital Road to Route 100C. In general, there is one lane in each direction with turn lanes at selected locations. There are no sidewalks or bicycle lanes with no truck or bus restrictions. The roadway is under signal control at its intersection with 100C and stop-sign controlled at its intersection with Hospital Road. Woods Road is in generally fair to good condition. There is no significant queuing along this roadway.

4) Bradhurst Avenue (Route 100)
Bradhurst Avenue (Route 100) is a two-lane roadway in generally fair to good condition. The roadway is under the jurisdiction of NYSDOT with a posted speed limit of between 30 and 40 MPH depending on location. The roadway has no sidewalks or bicycle lanes and trucks and buses are permitted.

Observations indicated that there is significant queuing in the southbound lanes at the Hospital Road intersection during the AM Peak Hour. There is also queuing in the southbound lane during the AM Peak Hour and the PM Peak Hour at its intersection with Grasslands Road (100 & 100C). The intersection of Hospital Road/Route 100 and 100C/Route 100 are signalized.

5) Grasslands Road (Route 100C & Route 100)
Grasslands Road is under the control of NYSDOT and has a posted speed limit of 35 to 45 MPH depending on location. East of Bradhurst Avenue the roadway has one lane in each direction with turning lanes at selected locations. West of Bradhurst Avenue the roadway is a multi-lane intersection with two through lanes in each direction with left turn lanes at selected locations. West of Walker Road the roadway reduces to a three-lane section. There are no sidewalks or bicycle lanes along this roadway on the truck and bus traffic permitted. Grasslands Road is in generally fair to good condition.

There is significant queuing on Grasslands Road both eastbound and westbound during the AM Peak Hour. Traffic in the eastbound direction is primarily made up of traffic destined to Westchester County College or traffic bypassing I-287 eastbound to reach White Plains and its vicinity. Queuing is also impacted by the "spillover" traffic exiting the Sprain Brook Parkway northbound off ramp.

The queuing along Bradhurst Avenue or Grasslands Road can only be eliminated by adding lanes. However, this would most likely require additional Right-of-Way. Grasslands Road is the primary east/west truck route for this area.

6) NYS Route 9A
NYS Route 9A is a four-lane roadway under jurisdiction of NYSDOT. It has a posted speed limit of 45 MPH with no sidewalks or bicycle lanes in the vicinity of the site. The pavement is in generally fair to good condition. South of Skyline Drive there is a northbound on/off ramp to the Saw Mill River Parkway. NYS Route 9A is the primary north/south truck route.

In addition, Section D2 provides a description of the existing geometrics, traffic control and summary of the existing and future Levels of Service for each of the study area intersections. The capacity analysis (Appendices K and L) also shows the existing geometry including lane widths, traffic control including signal phasing/timing (where appropriate), pedestrians, roadway grades, truck percentages as well as the results of the analyses.

B2. PUBLIC TRANSPORTATION

1) Westchester Bee Line Bus Service
Within the study area, the Westchester Bee Line provides local bus service via:

- **Route 14 Bus** (Peekskill, Ossining, White Plains including the Westchester Medical Center and White Plain Transit Center)
- **Route 15 Bus** (Peekskill, Yorktown, Pleasantville, White Plains including Westchester Medical Center, Hawthorne Train Station and White Plains Transit Center)
- **Route 1C Bus** (Bronx, Yonkers, Grasslands including the Westchester Medical Center)
- **Route 1X Express Bus** (Bronx, Yonkers, Grasslands including the Westchester Medical Center)

- **Route 40 Bus** (Mount Vernon, White Plains, Grasslands including the Westchester Medical Center and White Plain Transit Center)
- **Route 41 Limited Bus** (Bronx, White Plains, Valhalla including the Westchester Medical Center and White Plain Transit Center)
- **Route 43 Express Bus** (Bronx, Valhalla including the Westchester Medical Center).

Copies of the schedule and route map for each of the above Bus Routes are contained in Appendix B.

2) Metro-North Railroad

In conjunction with the Westchester Bee Line Bus Service outlined above, mass-transit to the study area is also accommodated by the Metro-North Railroad (Harlem Line) at the Hawthorne Station via the Route 15 Bus and White Plains Station (White Plains Transit Center) via the Route 14 Bus, Route 15 Bus, Route 40 Bus and Route 41 Bus. Copies of the Metro-North Train Schedule and North Hawthorne Station and White Plains Station Parking and Access Information are contained in Appendix B.

3) Westchester Medical Center (WMC) Health Shuttle

A free shuttle service is provided within the Medical Center area extending to the medical office building located at 19 Bradhurst Avenue. The service has numerous stops and runs every 15 minutes from Monday through Friday. A copy of the WMC Health Shuttle schedule and routes is also contained in Appendix B.

SECTION C: EXISTING & FUTURE TRAFFIC VOLUMES

C1. YEAR 2019 EXISTING TRAFFIC VOLUMES

(Figures No. 2A, B, C, D, 3A, B, C, D)

Based on a review of the Automatic Traffic Recorder (ATR) data, the Weekday Peak Hours are significantly higher than the Weekend (Saturday Peak Hours), therefore detailed intersection turning movement counts were only conducted for the Weekday AM and PM Peak Hours.

In order to establish existing traffic conditions in the vicinity of the Site turning movement traffic counts including pedestrian counts were conducted on Wednesday, May 1, 2019 and Tuesday, September 10, 2019 between the hours of 6:30 AM and 9:30 AM to determine the Weekday Peak AM, and 2:00 PM and 6:30 PM to determine the Weekday Peak PM Hour at the following intersections (as per the Scope).

1. NYS Route 100 (Bradhurst Avenue) & Sprain Brook Parkway SB On/Off Ramps
2. NYS Route 100 (Bradhurst Avenue) & Sprain Brook Parkway NB On Ramp
3. NYS Route 100 (Bradhurst Avenue) and Hospital Road
4. NYS Route 100 (Bradhurst Avenue) and 19 Bradhurst Avenue Driveway
5. Hospital Road and Sprain Brook Parkway NB Off Ramp
6. Hospital Road and Sprain Brook Parkway SB On Ramp
7. Hospital Road and Woods Road / Proposed Site Driveway 1
8. Hospital Road and Proposed Site Driveway 2
9. Hospital Road and Proposed Route 9A Connector
10. Proposed Route 9A Connector and Proposed Site Driveway 3
11. Proposed Route 9A Connector and Proposed Site Driveway 4
12. NYS Route 9A and Proposed Route 9A Connector
13. NYS Route 100 (Bradhurst Avenue) and Joyce Place
14. NYS Route 100 (Bradhurst Avenue) and Broad Street
15. NYS Route 100 (Bradhurst Avenue) and Chelsea Street
16. NYS Route 100 (Bradhurst Avenue) and Brighton Avenue
17. NYS Route 141 (Broadway) & NYS Route 100 (Bradhurst Ave)/Memorial Drive
18. NYS Route 141 (Broadway) and Sprain Brook Parkway SB On Ramp
19. NYS Route 141and Broadway and West Cross Street
20. NYS Route 9A and Belmont Road/Parkview Boulevard
21. NYS Route 9A and Skyline Drive (North Leg)
22. NYS Route 9A and Saw Mill River Parkway NB On/Off Ramps
23. NYS Route 9A and Skyline Drive (South Leg)
24. NYS Route 9A and Dana Road/Home Depot
25. Hospital Road and Sunshine Cottage Road

26. Dana Road and Hammond House Road
27. Dana Road and Walker Road
28. NYS Route 100 (Bradhurst Avenue) and Lakeview Avenue
29. NYS Route 100/NYS Route 100A/NYS Route 100C
30. NYS Route 100C (Grasslands Road) and Sprain Brook Pkwy NB On/Off Ramps
31. NYS Route 100C (Grasslands Road) and Sprain Brook Pkwy SB On/Off Ramps
32. NYS Route 100C (Grasslands Road) and Woods Road/Taylor Road
33. NYS Route 100C and Walker Road/Clearbrook Road
34. NYS Route 9A & Old Saw Mill River Road (N)
35. NYS Route 9A & Old Saw Mill River Road (S)
36. Old Saw Mill River Road & West Stevens Avenue

In addition, Automatic Traffic Recorders (ATR's) were placed in the vicinity of the Site at the following locations (as per the Scope).

1. NYS Route 100 (Bradhurst Ave) south of Sprain Brook Pkwy SB On/Off Ramps
2. NYS Route 100 (Bradhurst Ave) north of Hospital Road
3. Woods road south of Hospital Road
4. Hospital Road west of Woods Road
5. NYS Route 9A north of Old Saw Mill River Road

Based upon a review of the above traffic count data, the peak hours were generally identified as follows.

- Weekday Peak AM Hour 8:00 AM – 9:00 AM
- Weekday Peak PM Hour 5:00 PM – 6:00 PM

The resulting Year 2019 Existing Traffic Volumes are shown on Figures No. 2A, 2B, 2C, 2D and 3A, 3B, 3C, 3D for each of the Peak Hours, respectively (Appendix C). A copy of the turning movement traffic counts and ATR data is contained in Appendix P of this Study.

See Section E – Neighborhood Traffic below for intersections 34, 35, and 36.

C2. YEAR 2024 NO-BUILD TRAFFIC VOLUMES

(Figures No. 4A, B, C, D through 9A, B, C, D)

For the purpose of analysis, a Design Year of 2024 has been utilized in the completing the Phase 1 Traffic Analysis.

Based on a review of New York State Department of Transportation (NYSDOT) historical traffic volume data for the NYS Route 9A, NYS Route 100 and NYS Route 100C corridor, there has been minimal growth in traffic volumes in the area. A copy of the NYSDOT historical count data is contained in Appendix P. This study utilizes a growth rate of 0.25% per year. This would equal 5% over the 20-year period. However, to provide a conservative analysis, this 5% growth was assumed to occur over the first 5 years (2024), thus the Year 2019 Existing Traffic Volumes were increased by this 5% to account for general background traffic volume growth and other minor developments in the area. The resulting Year 2024 Projected Traffic Volumes are shown on Figures No. 4A, 4B, 4C, 4D and 5A, 5B, 5C, 5D for each of the Peak Hours, respectively (Appendix C).

In addition, traffic for the following approved developments in the area were included in the background traffic volume to obtain the Year 2024 No-Build Traffic Volumes.

- Loop Road Holdings (Regeneron Expansion) – Greenburg – Phase 1/Phase 2[1]
- Landmark at Eastview South Campus - Greenburg – Phase 1[1]
- Landmark at Eastview North Campus Mt. Pleasant – Phase 1/Phase 2[1]
- WMC Health - Mt. Pleasant[2]

The anticipated traffic from the above other development[1] [2] volumes were assigned to the roadway network based on the anticipated traffic patterns[1] [2] and the resulting Total Other Development Traffic Volumes are shown on Figures No. 6A, 6B, 6C, 6D and 7A, 7B, 7C, 7D for each of the Peak Hours, respectively. [Appendix D contains the individual other development traffic volumes used in Phase 1].

The Other Development Traffic Volumes (Figures No. 6A, 6B, 6C, 6D and 7A, 7B, 7C, 7D) were then added to the Year 2024 Projected Traffic Volumes (Figures No. 4A, 4B, 4C, 4D and 5A, 5B, 5C, 5D) resulting in the Year 2024 No-Build Traffic Volumes as shown on Figures No. 8A, 8B, 8C, 8D and 9A, 9B, 9C, 9D for each of the Peak Hours, respectively (Appendix C).

[1] As contained in the Loop Road Holdings DEIS/FEIS
[2] Assumes Existing Medical Building ½ occupied

C3. YEAR 2024 NO-BUILD - W/ PROPOSED ROUTE 9A CONNECTOR

(Figures 10A, B, C, D through 13A, B, C, D)

As part of the Phase 1 development, a Connector Road between Hospital Road and NYS Route 9A is proposed. As a result, traffic that would be redistributed (diversions) from the area roadways (Sprain Brook Parkway, Taconic Parkway, NYS Route 100 and Hospital Road) was reassigned to the proposed Route 9A Connector Road and are shown on Figures No . 10A, 10B, 10C, 10D and 11A, 11B, 11C, 11D and the resulting Redistributed Year 2024 No-Build Traffic Volumes with the Proposed Route 9A Connector are shown on Figures No. 11A, 11B, 11C, 11D and 12A, 12B, 12C, 12D for each of the Peak Hours, respectively (Appendix C).

C4. PHASE 1 – YEAR 2024 BUILD TRAFFIC VOLUMES

Phase 1 is proposed to consist of a total of 500,000 s.f. consisting of a 120 room hotel, 100,000 s.f. of medical office, 220,000 s.f. of bio-tech/research and 75,000 s.f. of retail space (20,000 s.f. grocery store, 20,000 s.f. fitness, 20,000 s.f. pharmacy with drive-through and 15,000 s.f of general retail). The hourly trip generation rates and anticipated site generated traffic volumes are summarized in Table No. 1 for each of the peak hours (Appendix E).

In order to assign the anticipated Site Generated Traffic Volumes (Table No. 1) to the surrounding roadway network, it was necessary to establish arrival and departure distributions. These distributions were based on the proposed site layout/driveways, area population, existing traffic volumes and expected traffic patterns. The resulting arrival and departure distributions for the Retail (Commercial) development are shown Figures No. 14A, 14B, 14C, 14D and 15A, 15B, 15C, 15D, the Medical/Bio Tech Research development are shown on Figures No. 16A, 16B, 16C, 16D and 17A, 17B, 17C, 17D, and the Hotel are shown on Figures No. 18A, 18B, 18C, 18D and 19A, 19B, 19C, 19D for each of the Peak Hours, respectively (Appendix C).

The site generated traffic volumes were assigned to the roadway network based on the arrival and departure distributions referenced above. The resulting site generated traffic volumes for each of the study area intersections are shown on Figures No. 20A, 20B, 20C, 20D and 21A, 21B, 21C, 21D for the Residential (Commercial) development, Figures No. 22A, 22B, 22C, 22D and 23A, 23B, 23C, 23D for the Medical/Bio Tech Research development, and Figures No. 24A, 24B, 24C, 24D and 25A, 25B, 25C, 25D for the Hotel (Appendix C).

The resulting site generated traffic volumes were then added to the Year 2024 No-Build Traffic Volumes to obtain the Year 2024 Build Traffic Volumes for Phase 1. The resulting Year 2024 Build Traffic Volumes – Phase 1 are shown on Figures No. 26A, 26B, 26C, 26D and 27A, 27B, 27C, 27D for each of the peak hours, respectively (Appendix C).

C5. MASTER DEVELOPMENT PLAN (PHASE 2)

Following the same methodology outlined in Sections C1 through C4, the Master Plan Development Plan traffic volumes were developed as outlined below. (Appendix F contains the Phase 2 Traffic Volume Figures.)

For the purpose of analysis, a Design Year of 2039 has been utilized in the completing the Phase 2 Traffic Analysis. As discussed in Section C2, there has been minimal growth in traffic volumes in the area. For the 20-year projections, the Year 2019 Existing Traffic Volumes were increased by a growth factor of 5%. The resulting Year 2039 Projected Traffic Volumes are shown on Figures No. 28A, 28, 28C, 28D and 29A, 29B, 29C, 295D for each of the Peak Hours, respectively. In addition, traffic for the following other approved developments in the area were included in the background traffic volume to obtain the Year 2039 No-Build Traffic Volumes.

- Loop Road Holdings (Regeneron Expansion) – Greenburg – Phase 1/2/ 3[3]
- Landmark at Eastview South Campus - Greenburg – Phase 1[3]
- Landmark at Eastview North Campus Mt. Pleasant – Phase 1/2/3[3]
- WMC Health - Mt. Pleasant[4]

The anticipated traffic from the above other development [3] [4] volumes were assigned to the roadway network based on the anticipated traffic patterns [3] [4] and the resulting Total Other Development Traffic Volumes are shown on Figures No. 30A, 30B, 30C, 30D and 31A, 31B, 31C, 31D for each of the Peak Hours, respectively. [Appendix G contains the individual other development traffic volumes used in Phase 2].

The Other Development Traffic Volumes (Figures No. 30A, 30B, 30C, 30D and 31A, 31B, 31C, 31D) were then added to the Year 2039 Projected Traffic Volumes (Figures No. 28A, 28B, 28C, 28D and 29A, 29B, 29C, 29D) resulting in the Year 2024 No-Build Traffic

[3] As contained in the Loop Road Holdings DEIS/FEIS
[4] Assumes Existing Medical Building ½ occupied

Volumes as shown on Figures No. 32A, 32B, 32C, 32D and 33A, 33B, 33C, 33D for each of the Peak Hours, respectively.

As part of the Phase 1 development, a Connector Road between Hospital Road and NYS Route 9A is proposed. The resulting diversions are shown on Figures No. 34A, 34B, 34C, 340D and 35A, 35B, 35C, 35D and the resulting Redistributed Year 2039 No-Build Traffic Volumes with the Proposed Route 9A Connector are shown on Figures No. 36A, 36B, 36C, 36D and 37A, 37B, 37C, 37D for each of the Peak Hours, respectively.

The Master Development Plan (Phase 2) is proposed to consist of a total of 3,000,000 s.f. consisting of the 120 room hotel, 400,000 s.f. of medical office, 2,144,000 s.f. of bio-tech/research, a 142,000 s.f. children's living science education center and 209,000 s.f. of retail space (20,000 s.f. grocery store, 20,000 s.f. fitness, 20,000 s.f. pharmacy with drive-through and 149,000 s.f of general retail). The hourly trip generation rates and anticipated site generated traffic volumes are summarized in Table No. 3 for each of the peak hours (Appendix H).

In order to assign the anticipated Phase 2- Site Generated Traffic Volumes (Table No. 3) to the surrounding roadway network, it was necessary to establish arrival and departure distributions. These distributions were based on the proposed site layout/driveways, area population, existing traffic volumes and expected traffic patterns. The resulting arrival and departure distributions for the Retail (Commercial) development are shown Figures No. 38A, 38B, 38C, 38D and 39A, 39B, 39C, 395D, the Medical/Bio Tech Research development are shown on Figures No. 40A, 40B, 40C, 40D and 41A, 41B, 41C, 41D, and the Hotel are shown on Figures No. 42A, 42B, 42C, 42D and 43A, 43B, 43C, 43D for each of the Peak Hours, respectively.

The site generated traffic volumes were assigned to the roadway network based on the arrival and departure distributions referenced above. The resulting site generated traffic volumes for each of the study area intersections are shown on Figures No. 44A, 44B, 44C, 44D and 45A, 45B, 45C, 45D for the Residential (Commercial) development, Figures No. 46A, 46B, 46C, 46D and 47A, 47B, 47C, 47D for the Medical/Bio Tech Research development, and Figures No. 48A, 48B, 48C, 48D and 49A, 49B, 49C, 49D for the Hotel.

The resulting site generated traffic volumes were then added to the Year 2039 No-Build Traffic Volumes to obtain the Year 2039 Build Traffic Volumes for Phase 2. The resulting Year 2039 Build Traffic Volumes – Phase 2 are shown on Figures No. 50A, 50B, 50C, 50D and 51A, 51B, 51C, 51D for each of the peak hours, respectively.

SECTION D: CAPACITY ANALYSIS

D1. DESCRIPTION OF ANALYSIS PROCEDURES

In order to determine existing and future traffic operating conditions at the Study Area Intersections, it was necessary to perform capacity analyses. The following is a brief description of the analysis method utilized in this report:

Signalized Intersection Capacity Analysis

The capacity analysis for signalized intersections were performed in accordance with the procedures described in the Highway Capacity Manual – 6th Edition, 2017 published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

Unsignalized Intersection Capacity Analysis

The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the Highway Capacity Manual – 6th Edition, 2017. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement (major street left turns and minor street movements) to the intersection.

Additional information concerning signalized and unsignalized Levels of Service can be found in Appendix I of this Study.

D2. RESULTS OF ANALYSIS

(Tables No. 2 and 4)

In order to evaluate current and future traffic operating conditions at each of the Study Area Intersections, a SYNCHRO analysis which take into consideration appropriate lane widths/grades (measured using Google Earth), truck percentages/pedestrian activity (based

on the traffic counts) and other factors were performed at the study area intersections utilizing the procedures described above to determine the Levels of Service and average vehicle delays.

Table No. 2 summarizes the results of the capacity analysis (Levels of Service, Delays and Volume-to-Capacity (V/C) Ratios) for the Year 2019 Existing, Year 2024 No-Build and Year 2024 Build Conditions for Phase 1 and Table No. 4 for the Year 2039 No-Build and Year 2039 Build Conditions for Phase 2. The resulting Level of Service Summary Tables are contained in Appendix J. Copies of the SYNCHRO analysis also shows the existing geometry including lane widths, traffic control including signal phasing/timing (where appropriate) as well as the results of the analysis. Appendix K contains the Phase 1 – Synchro Analysis and Appendix L contains the Phase 2 – Synchro Analysis.

Summarized below are a description of the existing geometrics, traffic control as well as any recommended improvements.

1) NYS Route 100 (Bradhurst Avenue) & Sprain Brook Parkway SB On/Off Ramps
   The Sprain Brook Parkway SB On/Off Ramps intersects NYS Route 100 (Bradhurst Avenue) at a "T" shaped, unsignalized intersection. The NYS Route 100 (Bradhurst Avenue) northbound approach consists of one lane for left/through movements and the NYS Route 100 (Bradhurst Avenue) southbound approach consists of one lane for through/right movements. The Sprain Brook Parkway Southbound Off-Ramp (westbound approach) consists of one lane for left turn movements under "Stop" sign control and channelized right turn movements under "yield" sign control. **Based on the results of the analysis, no improvements are recommended.**

2) NYS Route 100 (Bradhurst Avenue) & Sprain Brook Parkway NB On Ramp
   The Sprain Brook Parkway NB On-Ramp intersects NYS Route 100 (Bradhurst Avenue) at a "T' shaped, unsignalized intersection. The NYS Route 100 (Bradhurst Avenue) northbound approach consists of one lane for left/through movements and the NYS Route 100 (Bradhurst Avenue) southbound approach consists of one lane for through/right movements. **Based on the results of the analysis, no improvements are recommended.**

3) NYS Route 100 (Bradhurst Avenue) and Hospital Road
   Hospital Road intersects NYS Route 100 (Bradhurst Avenue) at a "T" shaped, signalized intersection. The NYS Route 100 (Bradhurst Avenue) northbound approach consists of one lane for left/through movements and the NYS Route 100 (Bradhurst Avenue) southbound approach consists of one lane for through/right movements. The

Hospital Road eastbound approach consist of two lanes in the form of a separate left turn lane and a separate right turn lane.

Under the Phase 1 analysis, traffic signal improvements are proposed.

Under the Phase 2 analysis, a roundabout is proposed and would replace the existing signalized intersection.

4) NYS Route 100 (Bradhurst Avenue) and 19 Bradhurst Avenue
19 Bradhurst Avenue intersects NYS Route 100 (Bradhurst Avenue) at a "T" shaped, unsignalized intersection. The NYS Route 100 (Bradhurst Avenue) northbound approach consists of one lane for left/through movements and the NYS Route 100 (Bradhurst Avenue) southbound approach consists of one lane for through/right movements. The 19 Bradhurst Avenue driveway (eastbound approach) consist of two lanes in the form of a separate left turn lane and a separate right turn lane. **Based on the results of the analysis, no improvements are recommended. However, the intersection should be monitored for signalization in Phase 2.**

5) Hospital Road and Sprain Brook Parkway NB Off Ramp
The Sprain Brook Parkway NB Off-Ramp intersects Hospital Road at a "T' shaped, unsignalized intersection. The Hospital Road westbound and eastbound approaches each consist of one lane for through movements and the Sprain Brook Parkway Northbound Off-Ramp consists of one lane for left turn movements under "Stop" sign control. **Based on the results of the analysis, no improvements are recommended for Phase 1.**

Under the Phase 2 analysis, the northbound off-ramp will be modified for right-turns only with left turns using the roundabout.

6) Hospital Road and Sprain Brook Parkway SB On Ramp
The Sprain Brook Parkway SB On-Ramp intersects Hospital Road at a "T' shaped, unsignalized intersection. The Hospital Road westbound approach consist of two lanes in the form of a separate left turn lane and a separate through lane and the Hospital Road eastbound approach consist of one lane for through/right movements. **Based on the results of the analysis, no improvements are recommended for Phase 1.**

Under the Phase 2 analysis, a separate eastbound right turn onto the Sprain Brook Parkway SB On Ramp is proposed.

7) Hospital Road and Woods Road / Proposed Site Driveway 1

Woods Road intersects Hospital Road at a "T" shaped, unsignalized intersection. The Hospital Road westbound approach consist of two lanes in the form of a separate left turn lane and a separate through lane and the Hospital Road eastbound approach consist of one lane for through/right movements. The Woods Road northbound approach consists of one lane for left/right movements under "stop' sign control.

Access to Phase 1 will be provided via two driveway connections to Hospital Road with access to the Hotel proposed opposite Woods Road. **As part of the design of the proposed driveway, a separate eastbound left turn into the Site (opposite the existing westbound left turn lane) will be provided. The driveway will have one existing lane for left/through/right turn movements as well as signalization.**

Under the Phase 2 analysis, a shared through/right turn lane (which will continue as a separate eastbound right turn lane onto the Sprain Brook Parkway SB On Ramp) as well as a separate northbound right turn lane on Woods Road is proposed.

8) Hospital Road and Proposed Site Driveway 2

As discussed in Section A, access to Phase 1 will be provided via two driveway connections to Hospital Road. **The main driveway is proposed opposite the WMC - Lot 10 driveway. As part of the design of the driveway, a separate eastbound left turn and separate westbound right turn into the Site will be provided, the driveway will have one exiting lane for left/right turn movements, as well as signalization.**

Under the Phase 2 analysis, an additional eastbound through lane (which will continue as a shared through/right lane at Woods Road) will be developed.

9) Hospital Road and Proposed Route 9A Connector

As discussed in Section A, as part of the Phase 1 development, a Connector Road between Hospital Road and NYS Route 9A is proposed. The Route 9A connector will intersect Hospital Road at a "T" shaped, unsignalized intersection. **The Hospital Road eastbound approach will consist of two lanes in the form of a separate left turn lane and a separate through lane and the Hospital Road westbound approach will consist of two lanes in the form of a separate through lane and a separate right turn lane. The proposed Route 9A Connector (southbound approach) will consist of two lanes in the form of a separate left turn lane and separate right turn lane under "stop' sign control.**

Under the Phase 2 analysis, an additional eastbound through turn lane is proposed. The intersection is proposed to be signalized.

10) Proposed Route 9A Connector Proposed Site Driveway 3

As discussed in Section A, access to the Full Build-Out (Phase 2) development will also be provided via two driveway connections to the Route 9A Connector Road. **As part of the design of Site Driveway 3, a separate southbound left turn into the Site will be provided. The Driveway approach (westbound approach) will consist of one lane for left/right movements under "Stop" sign control.**

11) Proposed Route 9A Connector Proposed Site Driveway 4

As discussed in Section A, access to the Full Build-Out (Phase 2) development will also be provided via two driveway connections to the Route 9A Connector Road. **As part of the design of Site Driveway 4, a separate southbound left turn into the Site will be provided. The Driveway approach (westbound approach) will consist of one lane for left/right movements under "Stop" sign control.**

12) NYS Route 9A and Proposed Route 9A Connector

As discussed in Section B, as part of the Phase 1 development, a Connector Road between Hospital Road and NYS Route 9A is proposed. The Route 9A connector will intersect NYS Route 9A opposite Rosedale Nurseries at a signalized intersection. **The NYS Route 9A southbound approach will consist of two lanes in the form of a shared left/through lane and a separate through lane and the NYS Route 9A northbound approach will consist of two lanes in the form of a separate through lane and a shared through/right turn lane. The proposed Route 9A Connector (westbound approach) will consist of two lanes in the form of a separate left turn lane and separate right turn lane.**

13) NYS Route 100 (Bradhurst Avenue) and Joyce Place

Joyce Place intersects NYS Route 100 (Bradhurst Avenue) at a "T" shaped, unsignalized intersection. The NYS Route 100 (Bradhurst Avenue) northbound approach consists of one lane for left/through movements and the NYS Route 100 (Bradhurst Avenue) southbound approach consists of one lane for through/right movements. The Joyce Place (eastbound approach) consist of one lane for left/right movements under "Stop" sign control. **Based on the results of the analysis, no improvements are recommended.**

14) NYS Route 100 (Bradhurst Avenue) and Broad Street
Broad Street intersects NYS Route 100 (Bradhurst Avenue) at a full movement, unsignalized intersection. All approached to the intersection consists of one lane for left, through and right turn movements with the Broad Street approaches under "Stop" sign control. **Based on the results of the analysis, no improvements are recommended.**

15) NYS Route 100 (Bradhurst Avenue) and Chelsea Street
Broad Street intersects NYS Route 100 (Bradhurst Avenue) at a full movement, unsignalized intersection. All approached to the intersection consists of one lane for left, through and right turn movements with the Chelsea Street approaches under "Stop" sign control. **Based on the results of the analysis, no improvements are recommended.**

16) NYS Route 100 (Bradhurst Avenue) and Brighton Avenue
Brighton Avenue intersects NYS Route 100 (Bradhurst Avenue) at a full movement, unsignalized intersection. All approached to the intersection consists of one lane for left, through and right turn movements with the Brighton Avenue (northwest approach) and Bradhurst Avenue (westbound) approaches under "Stop" sign control. **Based on the results of the analysis, no improvements are recommended.**

17) NYS Route 141 (Broadway) & NYS Route 100 (Bradhurst Ave)/Memorial Drive
NYS Route 141 (Broadway), NYS Route 100 (Bradhurst Ave) and Memorial Drive intersects at a full movement, signalized intersection. All approached to the intersection consists of one lane for left, through and right turn movements. **Based on the results of the analysis, no improvements are recommended.**

18) NYS Route 141 (Broadway) and Sprain Brook Parkway SB On Ramp
The Sprain Brook Parkway SB On-Ramp intersects NYS Route 141 (Broadway) at a "T' shaped, unsignalized intersection. The NYS Route 141 (Broadway) westbound approach consists of one lane for left/through movements and the NYS Route 141 (Broadway) eastbound approach consists of one lane for through/right movements. **Based on the results of the analysis, no improvements are recommended.**

19) NYS Route 141(Broadway) and West Cross Street
NYS Route 141 (Broadway) and Cross Street intersects at a full movement, signalized intersection. All approached to the intersection consists of one lane for left, through and right turn movements. **Based on the results of the analysis, no improvements are recommended.**

20) NYS Route 9A and Belmont Road/Parkview Boulevard

Belmont Road intersects NYS Route 9A opposite Parkview Boulevard at a full movement, unsignalized intersection. The NYS Route 9A northbound and southbound approaches each consist of two lanes in the form of a shared left/through lane and shared through/right lane. The Belmont Road (westbound approach) and Parkview Boulevard (eastbound approach) each consists of one lane for left, through and right turn movements and are under "Stop" sign control. **Based on the results of the analysis, no improvements are recommended.**

21) NYS Route 9A and Skyline Drive (North Leg)

Skyline Drive (North Leg) intersects NYS Route 9A at a "T" shaped, signalized. The NYS Route 9A southbound approaches consist of two lanes in the form of a shared left/through lane and a separate through lane and the NYS Route 9A northbound approaches consist of two lanes in the form of a separate through lane and a shared through/right lane. The Skyline Drive (westbound approach) consists of two lanes in the form of a separate left turn lane and a separate right turn lane. **Based on the results of the analysis, no improvements are recommended.**

22) NYS Route 9A and Saw Mill River Parkway NB On/Off Ramps

The Saw Mill River Parkway NB On/Off Ramps intersects NYS Route 9A opposite 1824 Saw Mill River Road at a full movement, signalized intersection. The NYS Route 9A northbound and southbound approaches each consist of three lanes in the form of a separate left turn lane, separate through lane and shared through/right lane. The Saw Mill River Parkway NB On-Ramp (eastbound approach) consists of two lanes in the form of a separate left turn lane and a shared left/through/right turn lane and the 1824 driveway (westbound approach) consists of three lanes in the form of a separate left turn lane, shared left/through lane and a separate right turn lane. **Based on the results of the analysis, no improvements are recommended.**

23) NYS Route 9A and Skyline Drive (South Leg)

Skyline Drive (South Leg) intersects NYS Route 9A at a "T" shaped, unsignalized intersection. The NYS Route 9A southbound approaches consist of two lanes in the form of a shared left/through lane and a separate through lane and the NYS Route 9A northbound approaches consist of three lanes in the form of two through lanes and a separate right turn lane. The Skyline Drive (westbound approach) consists of two lanes in the form of a separate left turn lane and a separate right turn lane and is under "Stop" sign control. **Based on the results of the analysis, no improvements are recommended.**

24) NYS Route 9A and Dana Road/Home Depot

Dana Road intersects NYS Route 9A opposite Home Depot at a full movement, signalized intersection. The NYS Route 9A northbound approach consist of three lanes in the form of a separate left turn lane, separate through lane and shared through/right lane and the NYS Route 9A southbound approach consist of four lanes in the form of a separate left turn lane, two through lanes and a separate right turn lane. The Dana Road approach (westbound approach) consists of two lanes in the form of a shared left/through lane and a separate right turn lane and the Home Depot Driveway (eastbound approach) also consists of two lanes in the form of a shared left/through lane and a separate right turn lane. **Based on the results of the analysis, no improvements are recommended.**

25) Hospital Road and Sunshine Cottage Road

Sunshine Cottage Road intersects Hospital Road at a "T" shaped, unsignalized intersection. The Hospital Road eastbound approach consists of one lane for left/through movements and the Hospital Road westbound approach consist of one lane for through/right movements. The Sunshine Cottage Road approach (southbound approach) consists of two lanes in the form of a separate left turn lane and a separate right turn lane and is under "Stop" sign control. **Based on the results of the analysis, no improvements are recommended.**

26) Dana Road and Hammond House Road

Hammond Road intersects Dana Road at a "T" shaped, unsignalized intersection. The Dana Road eastbound approach consists of one lane for left/through movements and the Dana Road westbound approach consist of one lane for through/right movements. The Hammond House Road approach (southbound approach) consists of one lane for left/right turn movements and is under "Stop" sign control. **Based on the results of the analysis, no improvements are recommended.**

27) Dana Road and Walker Road

Walker Road intersects Dana Road at a "T" shaped, unsignalized intersection. The Dana Road westbound approach consists of one lane for left/through movements and the Dana Road eastbound approach consist of one lane for through/right movements. The Walker Road approach (northbound approach) consists of one lane for left/right turn movements and is under "Stop" sign control. **Based on the results of the analysis, no improvements are recommended.**

28) NYS Route 100 (Bradhurst Avenue) and Lakeview Avenue
Lakeview Avenue intersects NYS Route 100 (Bradhurst Avenue) at a "T" shaped, unsignalized intersection. The NYS Route 100 (Bradhurst Avenue) southbound approach consists of one lane for left/through movements and the NYS Route 100 (Bradhurst Avenue) northbound approach consist of one lane for through/right movements. The Lakeview Avenue approach (westbound approach) consists of one lane for left/right turn movements and is under "Stop" sign control. **Based on the results of the analysis, no improvements are recommended.**

29) NYS Route 100/NYS Route 100A/NYS Route 100C
NYS Route 100/NYS Route 100A/NYS Route 100C intersects at a full movement, signalized intersection. The NYS Route 100A northbound approach consist of two lanes in the form of a separate left turn lane and shared through/right lane, the NYS Route 100 southbound approach consist of two lanes in the form of a separate left turn lane and a shared through/right lane, the NYS Route 100 westbound approach consists of two lanes in the form of a separate left turn lane and a shared through/right lane, and the NYS Route 100C eastbound approach consists of three lanes in the form of a separate left turn lane, separate through lane and separate right turn lane. **Based on the results of the analysis, no improvements are recommended.**

30) NYS Route 100C (Grasslands Road) and Sprain Brook Pkwy NB On/Off Ramps
The Sprain Brook Parkway NB On/Off Ramps intersects NYS Route 100C at a signalized intersection. The NYS Route 100C eastbound and westbound approaches each consist of three lanes in the form of two through lanes and a separate right turn lane. The Sprain Brook Parkway NB Off Ramp (northbound approach) consist of two lanes in the form of a shared left/through lane and a separate right turn lane. **Based on the results of the analysis, no improvements are recommended.**

31) NYS Route 100C (Grasslands Road) and Sprain Brook Pkwy SB On/Off Ramps
The Sprain Brook Parkway SB On/Off Ramps intersects NYS Route 100C at a signalized intersection. The NYS Route 100C eastbound approach consist of two lanes in the form of two through lanes and the NYS Route 100C westbound approach consists of three lanes in the form of two through lanes and a separate right turn lane. The Sprain Brook Parkway SB Off Ramp (southbound approach) consist of two lanes in the form of a shared left/through lane and a separate right turn lane. **Based on the results of the analysis, no improvements are recommended.**

32) NYS Route 100C and Woods Road/Taylor Road

Woods Road intersects NYS Route 100C opposite Taylor Road at a full movement, signalized intersection. The NYS Route 100C eastbound and westbound approaches each consist of three lanes in the form of a separate left turn lane, a separate through lane and a shared through/right lane. The Woods Road approach (southbound approach) consist of two lanes in the form of a shared left/through lane and a separate right turn lane and the Taylor Road approach (northbound approach) consists of one lane for left/through/right turn movements. **Based on the results of the analysis, no improvements are recommended.**

33) NYS Route 100C and Walker Road/Clearbrook Road

Walker Road intersects NYS Route 100C opposite Clearbrook Road at a full movement, signalized intersection. The NYS Route 100C eastbound and westbound approaches each consist of two lanes in the form of a separate left turn lane and a shared through/right lane. The Walker Road approach (southbound approach) consist of two lanes in the form of a shared left/through lane and a separate right turn lane and the Clearbrook Road approach (northbound approach) also consists of one lane for left/through/right turn movements. **Based on the results of the analysis, no improvements are recommended.**

SECTION E: NEIGHBORHOOD TRAFFIC

E1. EXISTING CONDITION

While not readily apparent based on the magnitude of the traffic volumes during the AM and PM peak hours at the intersection of Belmont Road and NYS Route 9A or Bradhurst Avenue and Joyce Place, a closer inspection indicates the existence of a cut through of traffic during the peak PM hour. For example, the right turn for northbound NYS Route 9A on Belmont Road is some 84 vehicles during the PM peak hour. During the same hour there is a right turn of 93 vehicles from Joyce Avenue onto southbound Bradhurst Avenue. These traffic volumes are high when compared to the density of the neighborhood. This indicates that there is traffic cutting through the neighborhood. Based on the traffic counts, there is a lesser amount of traffic (if any) that chose to use Old Saw Mill River Road to reach the same southbound ramp.

Inspection of the roadway network provides the rational for this cut through, namely:

- Northbound NYS Route 9A traffic (including traffic from Skyline Drive) desiring to go south on the Sprain Brook Parkway can use the right turn at Belmont Road and the right turn at Joyce Place to reach the southbound on-ramp to the Sprain Brook Parkway, which is located south of Joyce Place.

- Some northbound traffic on Bradhurst Avenue destined to northbound NYS Route 9A, Saw Mill River Parkway, or the Taconic State Parkway, turn left onto Joyce Place and take a right turn at Belmont Avenue to travel north on NYS Route 9A. Thus, avoiding the lane reduction on the Sprain Brook Parkway or the hard-left turn at Brighton Avenue.

  This cut through traffic uses NYS Route 9A northbound to its intersection with Route 117 to reach the Taconic State Parkway or the Saw Mill River Parkway northbound.

E2. FUTURE CONDITION

The opening of the NYS Route 9A connection (Hospital Road to NYS Route 9A) will provide traffic currently cutting through the neighborhood a preferred alternate to complete their desired route. In addition, the opening of this roadway would divert a significant portion of the current left turn traffic from Hospital Road onto Bradhurst Avenue thereby reducing the volume of Bradhurst Avenue. The above connection will result in substantially less traffic through the neighborhood.

SECTION F: FUTURE TRANSPORTATION NETWORK

F1. CONNECTIVITY NORTH 60 – WESTCHESTER MEDICAL CENTER (WMC)

As outlined in Section B.2, WMC is served by various bus routes which provide bus access to villages, towns, and cities within Westchester County. This bus system is enhanced by an onsite shuttle system which provides service to various locations within the WMC campuses, as well as medical offices located along Bradhusrt Avenue.

As part of the North 60 development, it is anticipated that the existing bus and shuttle system will be expanded to provide additional stops within the North 60 development area. These locations will have to be coordinated with Westchester County and the WMC.

In addition, as part of the North 60 development (Phase 2), a new shuttle service will be provided to and from local Metro North Station(s). This will provide access to train service for both the North 60 development and WMC. The schedule of this service will start with the Weekday AM and PM peak hours and could be expanded based on demand. It is anticipated that these shuttles would meet every northbound or southbound train during the Weekday AM and PM peak hours.

F2. ROADWAY IMPROVEMENTS

When fully developed, the North 60 development will be served by four (4) driveways. Two driveways will be to Hospital Road (located opposite Woods Road and driveway to Lot 10) and two driveways to the new NYS Route 9A Connector (West Street).

However, since the development is divided into two phases, Phase 1 will be served by the driveways to Hospital Road with the driveways to West Street developed for Phase 2.

Associated with the development there will be certain recommended roadway improvements, namely:

Phase 1

- Construct a new roadway connecting NYS Route 9A and Hospital Road. The roadway should have sufficient width to provide for one through lane per direction and for a left turn lane as required. Based on anticipated vehicles, the intersection on either end of the connector may require signalization sometime during Phase 1. In addition, Hospital Road will need to be widened/restripe to provide a left turn lane (eastbound) at its intersection with the new connector road, proposed Main Street (Driveway 2) and Woods Road (Driveway 1). See Drawing 1 in Appendix N.

Phase 2

- This includes an addition of an eastbound through lane on Hospital Road. At Woods Road, this lane would be designated as a right turn lane. A right turn lane on Woods Road will also be required.

  The intersection of Hospital Road and Bradhurst Avenue cannot be widened due to Right-of-Way jurisdiction. However, a roundabout could be developed on property owned/leased by the Applicant and Westchester County. With the construction of a roundabout, left turns from the existing northbound off-ramps would be eliminated (due to limited distance) with traffic directed to turn right and use the roundabout. See Drawing 2 in Appendix N.

  In addition to the above, the intersection of Hospital Road with Woods Road and/or the driveway to Lot 10, will have to be monitored to determine if traffic signals are warranted.

F3. TRANSPORTATION SHUTTLE

As noted in Section F1, it is recommended a new shuttle service be provided between the North 60 (and WMC) to the Metro North Station(s) located in close proximity to the site as part of the Phase 2 development. This service provides an alternate mode of transportation for existing and future employees of the two campuses who live further to the north or south or in an area where the existing bus service is inconvenient.

To be effective, this service should meet northbound or southbound trains during the Weekday AM (7am-9am) and PM (4pm-6pm) peak hours at the Hawthorne Station. The number of stops on site should be limited with adequate shelters to provide for superior service. After completion, the service should be monitored to determine if service should be expanded to other time periods.

F4. MONITORING PROGRAM

As currently envisioned, it will take some time for the North 60 project to be fully developed. In addition, over time the types of development may change resulting in higher or lower traffic generations.

The goal for the Monitoring Program is to:

- Provide the greatest flexibility for the development without the need for extensive traffic evaluations with associated roadway improvements each and every time there is a development change.

- Provide the Town and other agencies assurances that the traffic generated by the development are mitigated.

To implement this Monitoring Program (trip bank), it is necessary to determine the specific roadway and traffic control measures needed to support a specific traffic volume. This step has been completed in previous sections where the level of development (Phase 1 and 2) would include certain improvements; they are:

Phase 1

- The total driveway volume (as evaluated) would be 724 trips during the AM peak hour and 864 trips during the PM peak hour assuming the roadway and traffic controls are in place. Based on these, it is recommended that a "trip bank" of 1,000 vehicles per hour (vph) for any hour be set for Phase 1.

Phase 2

- The total driveway volume (as evaluated) would be 2,051 trips during the AM peak hour and 2,373 trips during the PM peak hour assuming the roadway and traffic controls are in place. Based on these, it is recommended that a "trip bank" of 2,500 vph for any hour be set for Phase 2.

To implement the Monitoring Program, the following steps are recommended after the first buildings are occupied, and the associated roadway/traffic control improvements are in place.

1. For future site plan application, the Applicant will submit to the Planning Board traffic counts at the driveways to the site on a typical weekday.

2. The Applicant will also submit estimates of traffic to be generated by the proposed application. They will be added to the highest hourly volume from Step 1. This results in the anticipated traffic volumes for the proposed level of development.

3. The traffic volumes from Step 2 will then be compared to the Trip Bank for that phase plus 10% to account for normal variations. If the resulting developed volume is lower than the trip bank plus 10%, **no future analysis is required**. If it is higher, Step 4 is implemented.

4. A new traffic evaluation is to be prepared with the Planning Board specifying which locations (from the previous locations evaluated) need to be reevaluated. The Applicant will prepare the study with specific recommendations to the Planning Board. The study should document what, if any improvements are required or the measures that the Applicant proposes to reduce the anticipated number of vehicles by the use of various traffic management techniques.

5. The Planning Board will review the resubmitted information and make a decision as to the appropriate course of action.

The above steps are required every time there is a new site plan application.

SECTION G: ALTERNATE DEVELOPMENT

G1. BY RIGHT ZONING

Under the By-Right Zoning, a development plan was developed for 52 single-family homes and 292,000 s.f. of office space. The anticipated site generation is summarized below. A copy of the Hourly Trip Generation Table (Table 1-ALT) is contained in Appendix O.

ALT 1 – BY RIGHT ZONING			
PEAK HOUR	ENTRY VOLUME	EXIT VOLUME	TOTAL VOLUME
AM	477	111	588
PM	90	434	524

G2. RESIDENTIAL DEVELOPMENT

While not currently proposed as part of the Phase 1 and Phase 2 Development Plan, a potential residential alternative development has also been developed.

Under Phase 1, an alternate development plan would provide some 210 multi-family homes by reducing the medical office by 25,000 s.f. and the Bio-Tech Research and Development by some 166,000 s.f. As shown in Table No. 2-ALT (Appendix O), this would result in a total of 20 fewer trips during the Weekday Peak AM Hour and a total of 3 fewer trips during the Weekday Peak PM Hour. The anticipated 210 residential site generation is summarized below.

ALT 2 – 210 RESIDENTIAL UNITS			
PEAK HOUR	ENTRY VOLUME	EXIT VOLUME	TOTAL VOLUME
AM	23	74	97
PM	74	44	118

Under Phase 2, an alternate development plan would provide some 660 multi-family homes by reducing the Bio-Tech Research and Development by some 660,000 s.f. As shown in Table No. 3-ALT (Appendix O), this would result in a total of 27 more trips during the Weekday Peak AM Hour and a total of 47 more trips during the Weekday Peak PM Hour. The anticipated 660-unit residential site generation is summarized below.

ALT 3 – 660 RESIDENTIAL UNITS			
PEAK HOUR	ENTRY VOLUME	EXIT VOLUME	TOTAL VOLUME
AM	73	231	304
PM	231	139	370

Since the residential development would result in additional changes in the traffic volumes for Phase 1 and 2, there would be no additional roadway improvements required due to this substitution.

SECTION H: ACCIDENT DATA

Accident data was obtained from the NYSDOT Records Access Office NYDOT along Hospital Road in the vicinity of the Site for the most recent three full year period (January 1, 2015 to December 31, 2018). This data is summarized by location, date, time, traffic control, accident class, number of vehicles/injuries, light conditions, road surface condition, weather, manner of collision and apparent contributing factors. As summarized on Table No. 5, there were 8 reportable accidents in 2015, 7 reportable accidents in 2016, 14 reportable accidents in 2017, and 19 reportable accident in 2018 along Hospital Road in the Vicinity of the Site. A review of the accident data indicates typical type of accidents which includes rear-end accidents with apparent contributing factors such as failure to yield right of way, following too closely and driver inattention. Based on a review of the accident data and since the traffic volumes along Hospital Road are anticipated to remain the same with the Phase 1 Site Generation and anticipated Route 9A Connector Road diversions, it is expected that the Phase 1 development will not have a significant impact on the accident rates along Hospital Road. Under the Full Build-Out (Phase 2), the construction of a roundabout at the intersection of Bradhurst Avenue and Hospital Road with the associated modifications to the Sprain Brook Parkway northbound off-ramps would improve operating conditions along Hospital Road under the Full Build-Out Condition. Appendix Q also contains a copy of the Accident Summary Table and NYSDOT Accident Severity Summary Report.

In addition, Priority Investigation Locations (PILs) and Safety Deficiency Locations (SDLs) Reports for the latest available year (2018) were obtained along NYS Route 100, NYS Route 9A and NYS Route 100C from the NYSDOT Records Access Office to determine if there were any High Accident Locations (HALs) within the Study Area.
The following is a summary of the High Accident Locations (HIL) within the Study Area:

- There are No High Accident Locations along NYS Route 100 (Bradhurst Avenue) including the Bradhurst Avenue/Hospital Road intersections and the Sprain Brook Parkway Ramps. Based on the anticipated Site Generation, it is expected that the proposed NYS Route 100 (Bradhurst Avenue) in the vicinity of the Site.

- The section of NYS Route 9A between Skyline Drive and Old Saw Mill River Old (between Reference Marker 9A 8703 2089 and Reference Marker 9A 8703 2093) had a total of 59 accidents along this section of NYS Route 9A.

  The NYSDOT should address the overall safety issues for this section of Route 9A. However, the improvements proposed as part of the Route 9A/Hospital Road Connector will address many of the safety issues, especially with the link provided for Old Saw Mill River Road. This will permit vehicles from properties to the east of Route 9A to use Old Saw Mill River Road to turn left under signal control.

- The section of 100C between Sprain Brook Ramps (between Reference Marker 100C 8701 1010 and 100C 8701 1012 had a total of 47 accidents along this section of NYS Route 100C. However, the NYSDOT should address the overall safety issues for this section of Route 100C. Based on the location of the Site and anticipated arrival/departure distributions, the proposed development is not expected to add a significant amount of traffic at these locations.

Copies of the Reference Market Location Map and PIL/SDL Report are also contained in Appendix Q.

SECTION I: SUMMARY AND CONCLUSION

The North 60 development will consist of up to 3M s.f. of various uses consisting of retail, office, bio-medical research, hotel, etc. The development will start with some 500,000 s.f. of mixed-use development and continue over several years based on market demand. Transportation improvements have been recommended for the initial phases as well as full development. These improvements include:

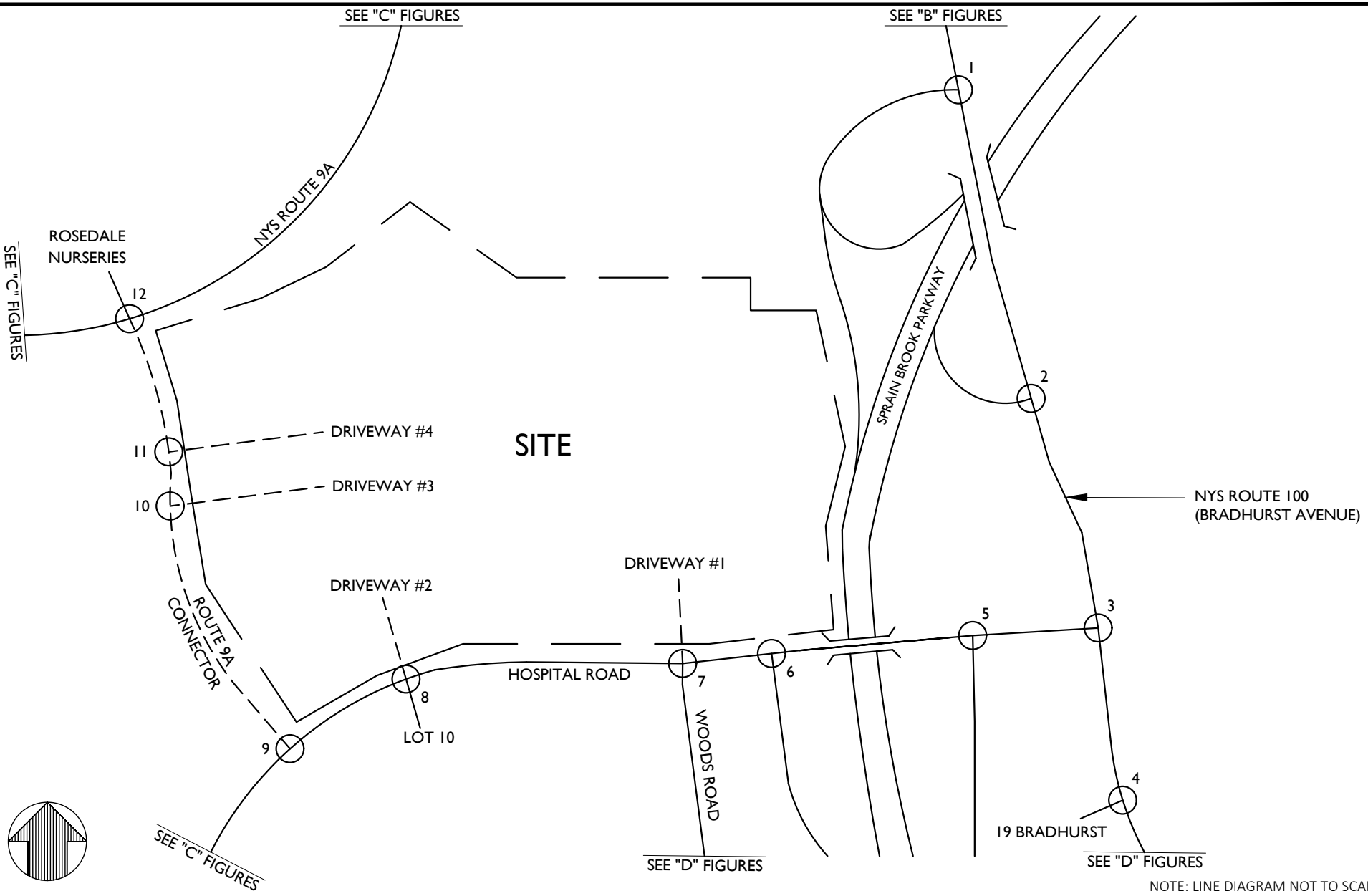
- Connector road between NYS Route 9A and Hospital Road
- The opening of a connective roadway between NYS Route 9A and Hospital Road will significantly reduce traffic through the neighborhood
- Widening of Hospital Road to 4+ lanes
- Construction of a roundabout at the intersection of Bradhurst Avenue and Hospital Road with associated modifications to the Sprain Brook Parkway northbound off-ramps
- Integration of the North 60 development with current bus and shuttle services with Westchester Medical Center
- Provision of a new shuttle service to Metro North
- A monitoring program under the control of the Town's Planning Board is recommended to ensure that required roadway improvements are "in place" or under construction to support the proposed development.

Based on the above, traffic to and from the project can be accommodated in a safe and efficient manner.

NORTH 60

APPENDIX A

SITE LOCATION
STUDY AREA INTERSECTIONS



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

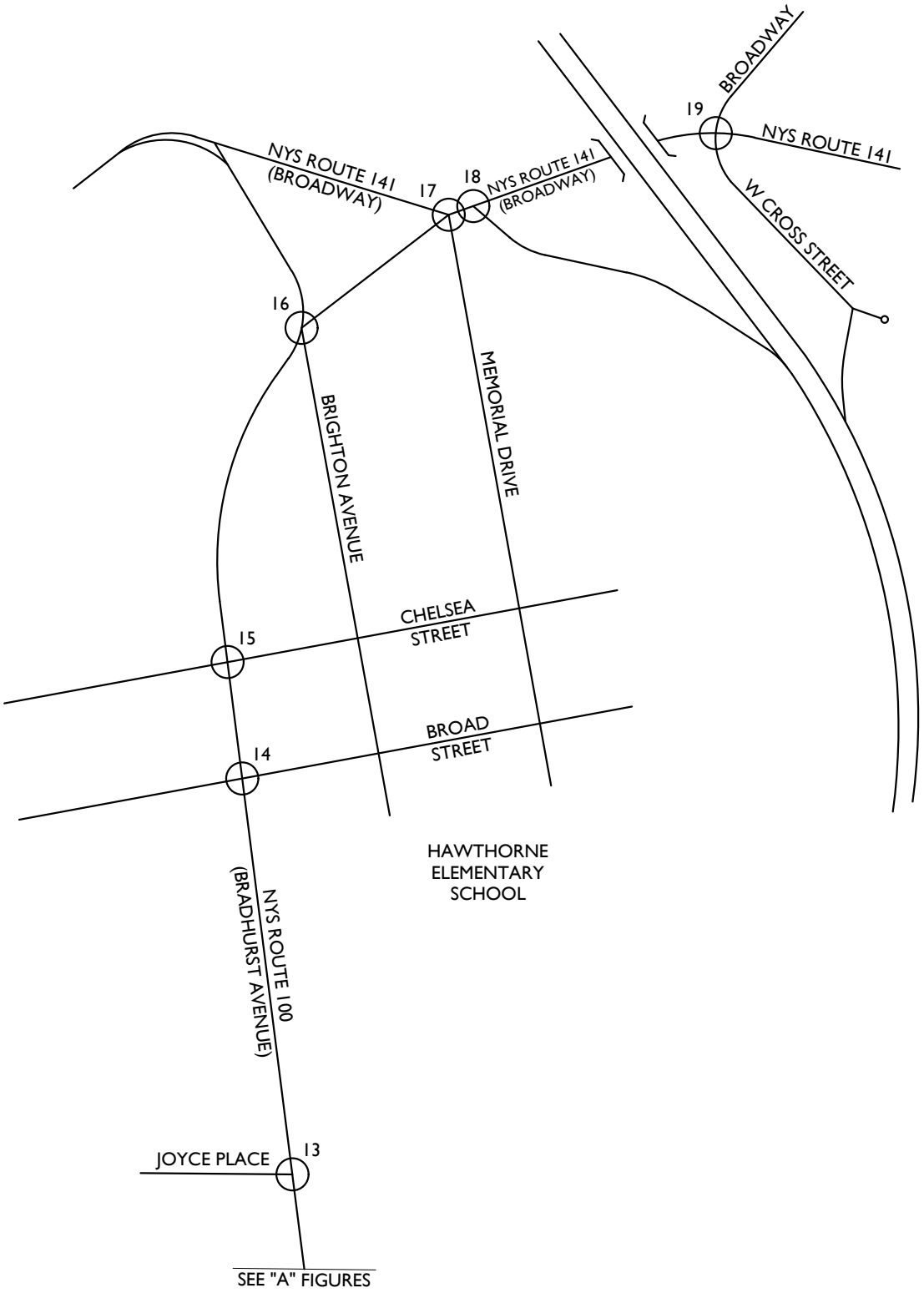
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 19091_JFM_HOSPITAL CORRIDOR_FIGURES_A

SHEET TITLE:
SITE LOCATION MAP/
STUDY AREA INTERSECTIONS

SHEET NUMBER:
FIGURE NO. 1-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY
• Red Bank • Clinton
• Hamilton • Egg Harbor
• Montvale • Mt. Arlington
• Mt. Laurel
■ NEW YORK
• Albany • New Windsor
• Westchester
■ NEW MEXICO
• Albuquerque
■ MARYLAND
• Columbia
■ TEXAS
• College Station
■ FLORIDA
• Tampa • Orlando
• Miami • Jacksonville
■ PENNSYLVANIA
• Lehigh Valley • Exton
• Philadelphia • Pittsburgh
■ NORTH CAROLINA
• Charlotte • Raleigh
■ VIRGINIA
• Sterling • Norfolk
■ TENNESSEE
• Nashville
■ INDIANA
• Lafayette
■ COLORADO
• Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** **Call** before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

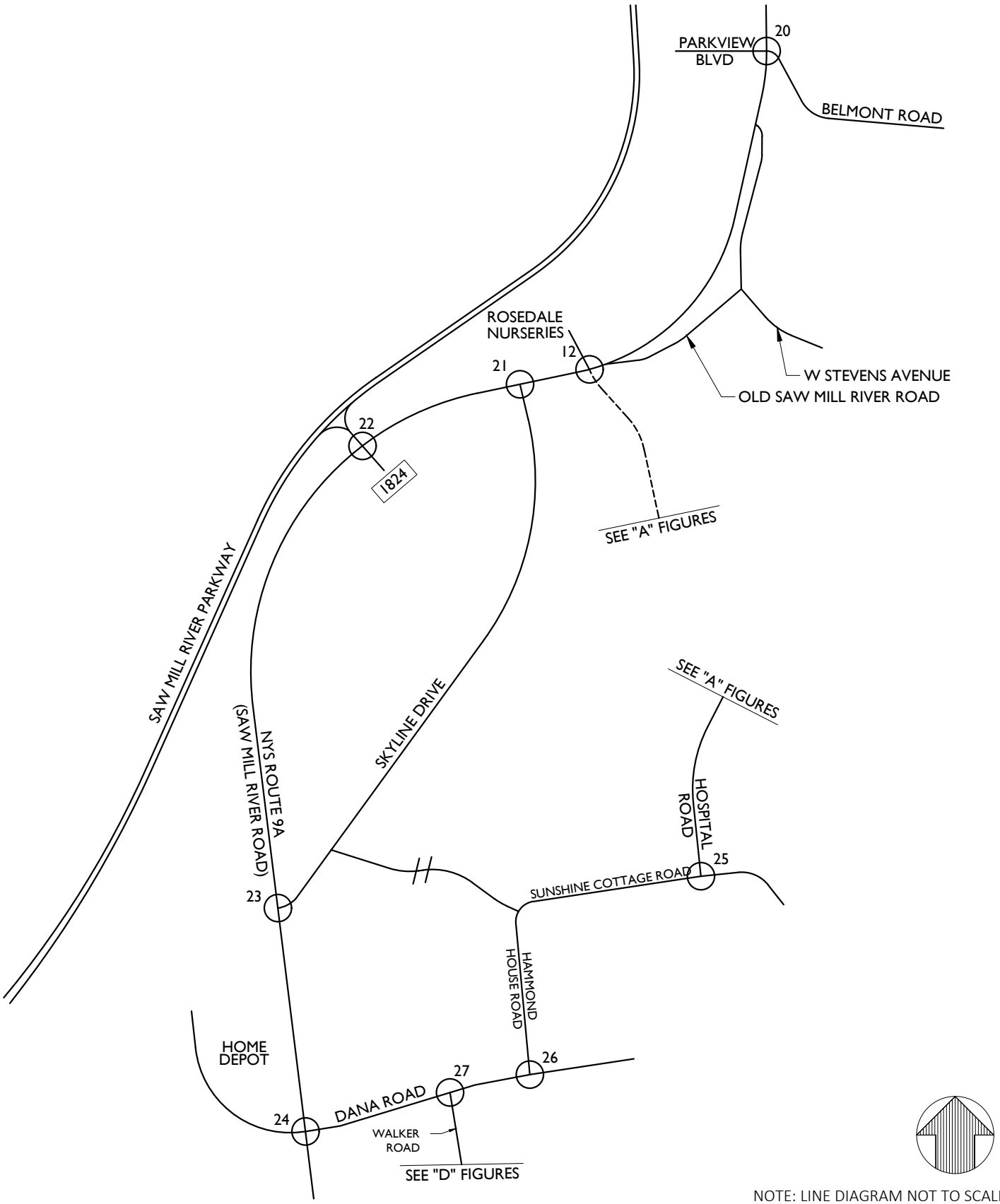
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE: STUDY AREA INTERSECTIONS

SHEET NUMBER: FIGURE NO. 1-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\1-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
■ NEW YORK • Albany • New Windsor • Westchester
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Orlando • Miami • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

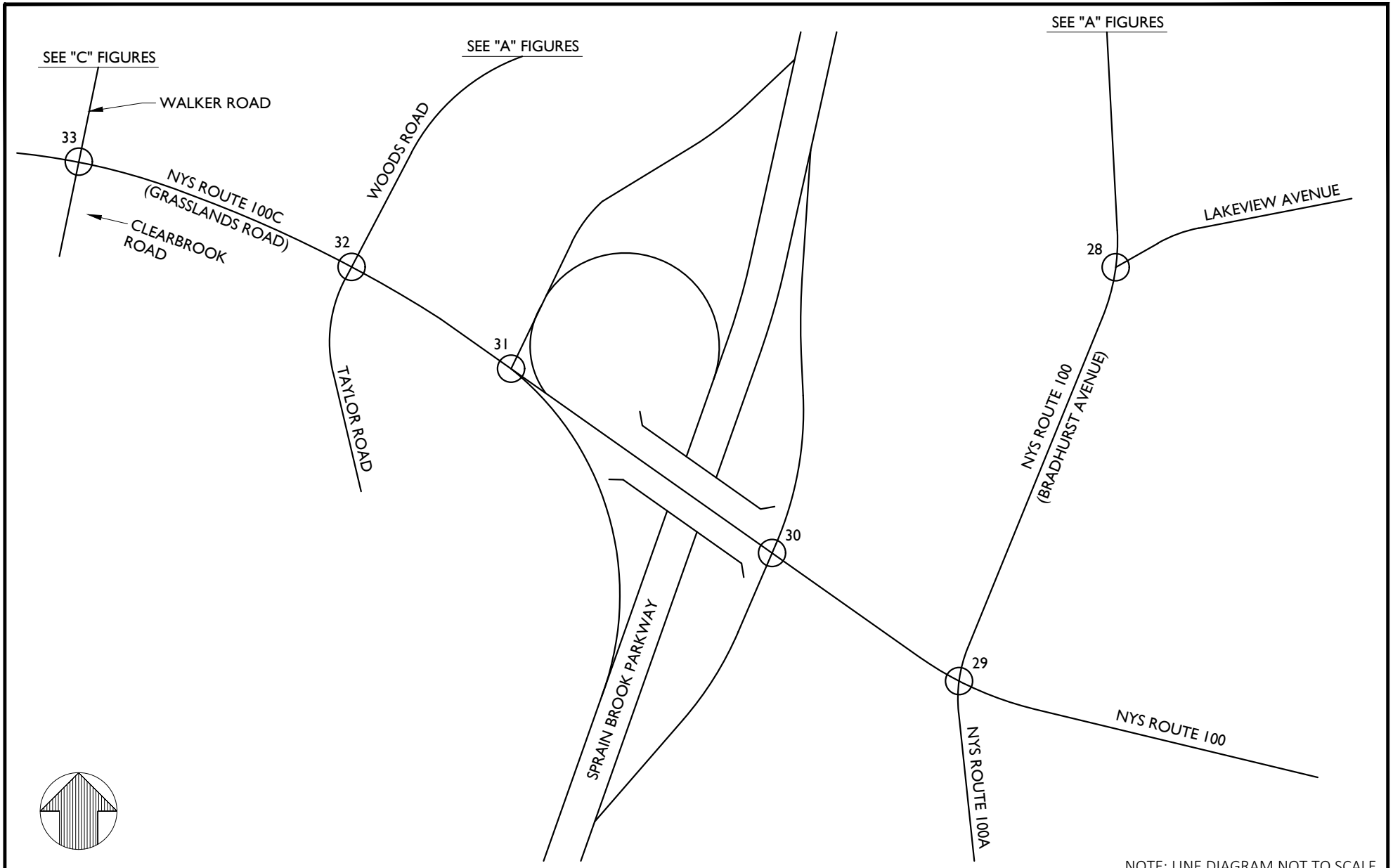
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE: STUDY AREA INTERSECTIONS

SHEET NUMBER: FIGURE NO. 1-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\1-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 19091_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE: STUDY AREA INTERSECTIONS

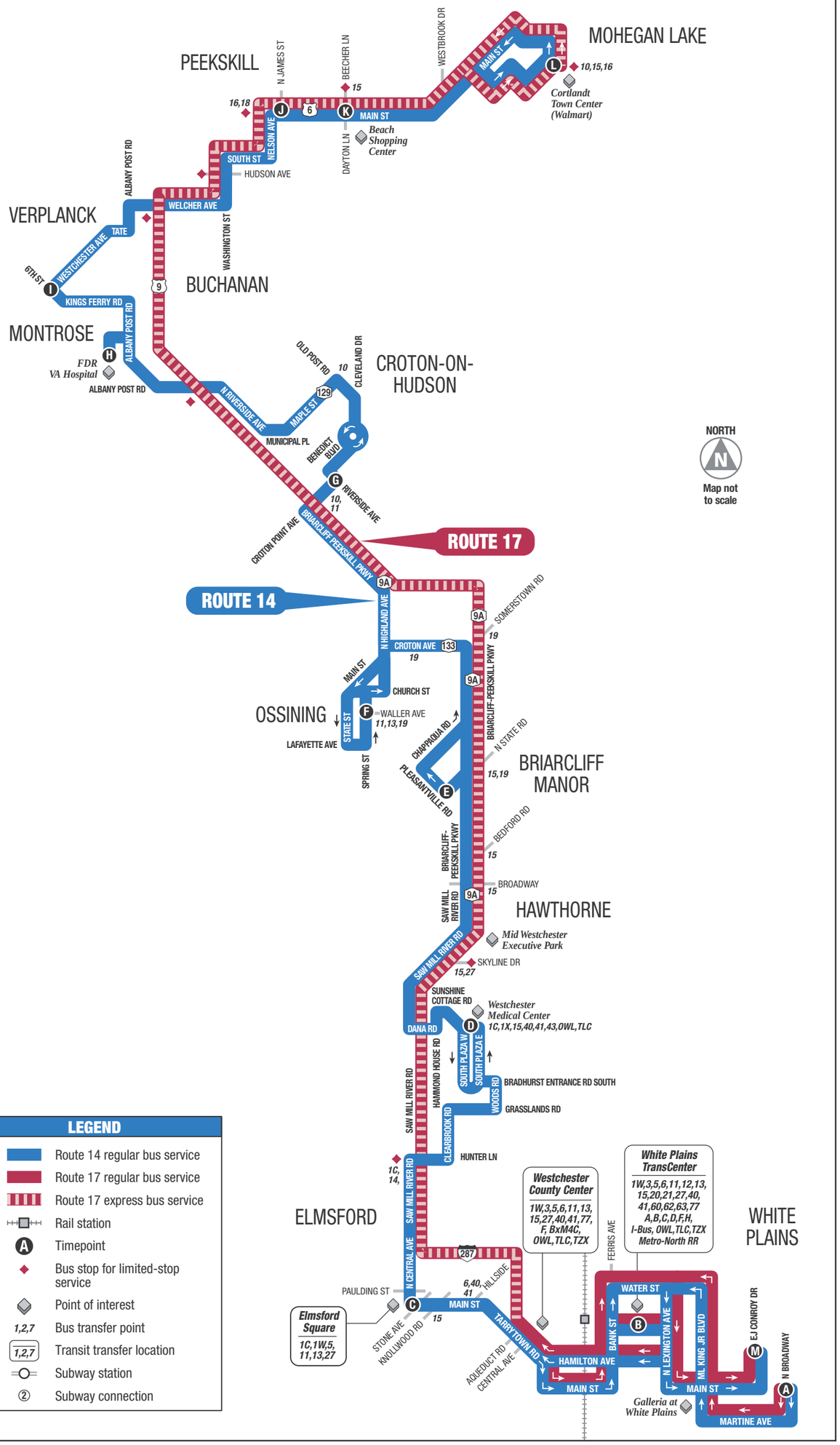
SHEET NUMBER: FIGURE NO. 1-D

NORTH 60

APPENDIX B

PUBLIC TRANSPORTATION

ROUTE 14: Local | ROUTE 17: Express | Peekskill • Ossining • White Plains



LEGEND

- Route 14 regular bus service
- Route 17 regular bus service
- Route 17 express bus service
- Rail station
- Timepoint
- Bus stop for limited-stop service
- Point of interest
- 1,2,7 — Bus transfer point
- 1,2,7 — Transit transfer location
- Subway station
- Subway connection

ROUTES 14 AND 17: WHITE PLAINS TO PEEKSKILL AND OSSINING / MONDAY – FRIDAY

		A N Broadway at Main St	B White Plains TransCenter (Lane E)	C E Main St at Central Ave (Elmsford Sq)	D Westchester Medical Center	E Pleasant-ville Rd at North State Rd	F Spring St at Waller Ave	G S Riverside Ave at Croton Point Ave	H FDR Veteran's Hospital	I Kings Ferry Rd at Westchester Ave	J Main St at S James St	K Rt 6 at Dayton Ln (Beach Shopping Center)	L Cortandt Town Center (Walmart)
ROUTE		WHITE PLAINS		ELMSFORD	VALHALLA	BRIARCLIFF MANOR	OSSINING	CROTON-ON HUDSON	MONTROSE	VERPLANCK	PEEKSKILL		MOHEGAN LAKE
14	AM	—	—	5:57	—	—	6:21	6:27	6:42	—	6:56	7:01	7:08
14		6:15	6:21	6:33	6:45	6:58	7:17	7:25	7:44	7:54	8:07	8:12	8:19
14		7:15	7:22	7:36	7:48	8:03	8:22	8:30	8:49	8:59	9:12	9:17	9:24
14		8:15	8:22	8:40	8:52	9:07	9:26	9:34	9:53	10:04	10:17	10:23	10:30
14		9:10	9:16	9:32	9:44	9:59	10:18	10:26	10:45	10:56	11:10	11:17	11:24
14		10:10	10:16	10:31	10:43	10:59	11:18	11:26	11:45	11:56	**12:10**	**12:17**	**12:24**
14		11:10	11:16	11:31	11:43	11:59	**12:18**	**12:26**	**12:45**	**12:56**	**1:10**	**1:17**	**1:24**
14	PM	**12:10**	**12:16**	**12:31**	**12:43**	**12:59**	**1:17**	**1:25**	**1:45**	**1:55**	**2:10**	**2:17**	**2:24**
14		**1:05**	**1:12**	**1:28**	**1:40**	**1:56**	**2:15**	**2:24**	**2:44**	**2:55**	**3:10**	**3:17**	**3:24**
14		**2:05**	**2:12**	**2:28**	**2:40**	**2:56**	**3:15**	**3:24**	**3:44**	**3:55**	**4:10**	**4:17**	**4:24**
14		**3:05**	**3:13**	**3:30**	**3:42**	**3:59**	**4:20**	**4:30**	**4:50**	**5:00**	**5:15**	**5:22**	**5:29**
14		**4:05**	**4:12**	**4:27**	**4:41**	**5:00**	**5:24**	**5:34**	**5:54**	**6:04**	**6:17**	**6:24**	**6:31**
① 17		**4:10**	**4:15**	—	—	—	—	—	—	—	**5:13**	**5:17**	**5:23**
17		**4:45**	**4:50**	—	—	—	—	—	—	—	**5:30**	**5:35**	**5:40**
14		**4:50**	**4:58**	**5:16**	**5:30**	**5:46**	**6:09**	**6:19**	—	—	—	—	—
14		**5:20**	**5:28**	**5:45**	**5:57**	**6:11**	**6:30**	**6:39**	**6:57**	**7:06**	**7:17**	**7:22**	**7:29**
17		**5:28**	**5:33**	—	—	—	—	—	—	—	**6:15**	**6:20**	**6:25**
14		**5:50**	**5:58**	**6:15**	**6:27**	**6:41**	**7:00**	**7:09**	—	**7:31**	**7:42**	**7:47**	**7:54**
14		**6:50**	**6:56**	**7:11**	**7:22**	**7:35**	**7:52**	**7:59**	—	**8:21**	**8:32**	**8:37**	**8:44**
14		**8:35**	**8:41**	**8:56**	**9:07**	**9:20**	**9:37**	**9:44**	—	**10:06**	**10:17**	**10:22**	**10:29**
14		**10:05**	**10:11**	**10:26**	**10:37**	**10:50**	**11:07**	**11:14**	—	**11:36**	**11:47**	**11:52**	**11:59**

① This bus arrives at Main Street and James Street in Peekskill at 5:05 p.m. It will depart at 5:12 p.m. as Route 15. Consult route 15 timetable for full details.

ROUTES 14 AND 17: PEEKSKILL AND OSSINING TO WHITE PLAINS / MONDAY – FRIDAY

		L Cortandt Town Center (Walmart)	K Rt 6 at Dayton Ln (Beach Shopping Center)	J Main St at N James St	I Kings Ferry Rd at Westchester Ave	H FDR Veteran's Hospital	G S Riverside Ave at Croton Point Ave	F Spring St at Waller Ave	E Pleasant-ville Rd at North State Rd	D Westchester Medical Center	C E Main St at Stone Ave (Elmsford Sq)	B White Plains TransCenter (Lane B)	M E J Conroy at Main St
ROUTE		MOHEGAN LAKE	PEEKSKILL		VERPLANCK	MONTROSE	CROTON-ON HUDSON	OSSINING	BRIARCLIFF MANOR	VALHALLA	ELMSFORD	WHITE PLAINS	
② 14	AM	—	—	—	—	—	—	—	—	—	5:55	6:06	6:10
③ 14		—	—	—	—	—	—	—	—	—	—	7:06	7:10
14		5:40	5:47	5:53	6:05	6:15	6:34	6:49	7:02	7:19	7:32	7:46	7:50
14		6:10	6:17	6:23	6:35	6:45	7:03	7:18	7:30	7:46	7:58	8:11	8:15
17		6:20	6:25	6:30	—	—	—	—	—	—	—	7:20	7:25
14		6:45	6:52	6:58	7:10	7:21	7:42	7:57	8:09	8:25	8:36	8:51	8:55
17		7:00	7:05	7:10	—	—	—	—	—	—	—	8:05	8:10
14		7:20	7:27	7:33	7:48	7:59	8:20	8:35	8:48	9:03	9:20	9:33	9:38
17		7:40	7:45	7:50	—	—	—	—	—	—	—	8:45	8:50
14		8:35	8:42	8:48	9:02	9:11	9:31	9:45	9:58	10:12	10:25	10:39	10:44
14		9:45	9:52	9:58	10:12	10:21	10:41	10:55	11:08	11:22	11:35	11:49	11:54
14		10:45	10:52	10:58	11:12	11:21	11:41	11:55	**12:08**	**12:22**	**12:35**	**12:49**	**12:54**
14		11:45	11:52	11:58	**12:12**	**12:21**	**12:41**	**12:55**	**1:08**	**1:22**	**1:35**	**1:49**	**1:54**
14	PM	**12:45**	**12:52**	**1258**	**1:12**	**1:21**	**1:41**	**1:55**	**2:09**	**2:24**	**2:37**	**2:54**	**2:59**
14		**1:45**	**1:52**	**1:58**	**2:12**	**2:21**	**2:41**	**2:55**	**3:13**	**3:30**	**3:44**	**3:59**	**4:04**
14		**2:45**	**2:52**	**2:58**	**3:12**	**3:21**	**3:41**	**3:55**	**4:13**	**4:30**	**4:44**	**4:59**	**5:04**
14		**3:45**	**3:52**	**3:58**	**4:12**	**4:21**	**4:41**	**4:55**	**5:13**	**5:30**	**5:44**	**5:59**	**6:04**
14		**4:45**	**4:52**	**4:58**	**5:12**	**5:21**	**5:41**	**5:55**	**6:13**	**6:30**	**6:44**	**6:59**	**7:04**
14		**5:50**	**5:57**	**6:03**	**6:19**	**6:26**	**6:45**	**6:58**	**7:13**	**7:28**	**7:40**	**7:54**	**7:59**
14		**6:50**	**6:57**	**7:03**	**7:16**	—	**7:39**	**7:52**	**8:05**	**8:20**	**8:32**	**8:45**	**8:50**
14		**8:05**	**8:12**	**8:18**	**8:31**	—	**8:54**	**9:07**	**9:20**	**9:35**	**9:47**	**10:00**	—

② This trip begins at Grasslands Road and Clearbrook Road at 5:50 a.m.

③ This trip begins at Grasslands Road and Clearbrook Road at 6:50 a.m., and does not serve any bus stops along Tarrytown Road.

INSTRUCTIONS

The bus passes this location at listed times. Look for the column of times below the matching symbol in the schedule.

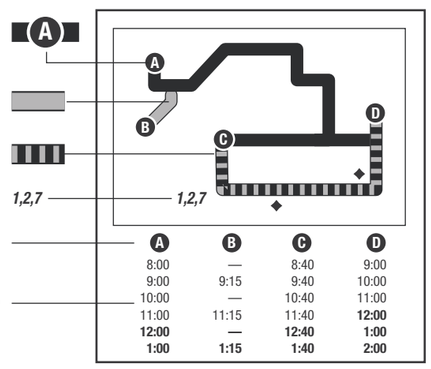
Only certain trips operate along this portion of the route. See the schedule for trips that operate here.

The bus operates express along the route. No stops are made unless indicated by the F symbol.

Transfer point. Shows where this bus intersects with other bus routes.

The bus stops at the times listed below the symbol. Light times are A.M.; **bold** times are **P.M.**

The timetable shows when the bus is scheduled to depart. Actual departure times may vary and depend upon traffic and weather conditions. Arrive at the bus stop about 5 minutes early to avoid missing the bus.



A	B	C	D
8:00	—	8:40	9:00
9:00	9:15	9:40	10:00
10:00	—	10:40	11:00
11:00	11:15	11:40	**12:00**
12:00	—	**12:40**	**1:00**
1:00	**1:15**	**1:40**	**2:00**

©2010 WCDOT, Design by Smartmaps, Inc.

BEE-LINE HOLIDAY SCHEDULE

HOLIDAY	SCHEDULE IN EFFECT
New Years Day	Sunday
Martin Luther King, Jr. Day	Saturday
Presidents' Day	Saturday
Memorial Day	Sunday
Independence Day	Sunday
Labor Day	Sunday
Columbus Day	Weekday
Election Day	Weekday
Veterans Day	Weekday
Thanksgiving Day	No Service
Christmas Day	No Service

ROUTE 14: WHITE PLAINS TO PEEKSKILL AND OSSINING / SATURDAY

	A N Broadway at Main St	B White Plains TransCenter (Lane E)	C E Main St at N Central Ave (Elmsford Sq)	D Westchester Medical Center	E Pleasant-ville Rd at North State Rd	F Spring St at Waller Ave	G S Riverside Ave at Croton Point Ave	H FDR Veteran's Hospital	I Kings Ferry Rd at Westchester Ave	J Main St at S James St	K Rt 6 at Dayton Ln (Beach Shopping Center)	L Cortandt Town Center (Walmart)
	WHITE PLAINS		ELMSFORD	VALHALLA	BRIARCLIFF MANOR	OSSINING	CROTON-ON HUDSON	MONTROSE	VERPLANCK	PEEKSKILL		MOHEGAN LAKE
AM	6:18	6:24	6:36	6:47	6:58	7:14	7:20	7:35	7:43	7:54	7:59	8:07
	7:10	7:16	7:28	7:39	7:50	8:06	8:14	8:31	8:39	8:51	8:56	9:04
	8:15	8:21	8:34	8:45	8:56	9:12	9:20	9:37	9:45	9:59	10:05	10:14
	9:15	9:21	9:36	9:48	10:00	10:18	10:27	10:44	10:52	11:06	11:12	11:21
	10:15	10:22	10:37	10:49	11:01	11:19	11:28	11:45	11:53	**12:07**	**12:13**	**12:22**
	11:15	11:22	11:37	11:49	**12:01**	**12:19**	**12:28**	**12:45**	**12:53**	**1:07**	**1:13**	**1:22**
PM	**12:15**	**12:22**	**12:37**	**12:49**	**1:01**	**1:19**	**1:28**	**1:45**	**1:53**	**2:07**	**2:13**	**2:22**
	1:15	**1:22**	**1:37**	**1:49**	**2:01**	**2:19**	**2:28**	**2:45**	**2:53**	**3:07**	**3:13**	**3:22**
	2:15	**2:22**	**2:37**	**2:49**	**3:01**	**3:19**	**3:28**	**3:45**	**3:53**	**4:07**	**4:13**	**4:22**
	3:20	**3:27**	**3:42**	**3:54**	**4:06**	**4:24**	**4:33**	**4:50**	**4:58**	**5:12**	**5:18**	**5:27**
	4:20	**4:27**	**4:42**	**4:54**	**5:06**	**5:24**	**5:33**	**5:50**	**5:58**	**6:12**	**6:18**	**6:27**
	5:20	**5:27**	**5:42**	**5:54**	**6:06**	**6:24**	**6:33**	**6:49**	**6:57**	**7:09**	**7:14**	**7:22**
	6:20	**6:27**	**6:42**	**6:54**	**7:06**	**7:24**	**7:30**	—	**7:48**	**7:59**	**8:04**	**8:12**
	7:20	**7:25**	**7:37**	**7:47**	**7:56**	**8:10**	—	—	—	—	—	—
	8:00	**8:05**	**8:17**	**8:27**	**8:36**	**8:50**	—	—	—	—	—	—
④	—	**8:40**	**8:50**	**8:58**	—	—	—	—	—	—	—	—
	9:45	**9:50**	**10:02**	**10:12**	**10:21**	**10:35**	—	—	—	—	—	—

④ This is a route 40 bus that operates along route 14 between White Plains and Westchester Medical Center.

ROUTES 14: PEEKSKILL AND OSSINING TO WHITE PLAINS / SATURDAY

	L Cortandt Town Center (Walmart)	K Rt 6 at Dayton Ln (Beach Shopping Center)	J Main St at N James St	I Kings Ferry Rd at Westchester Ave	H FDR Veteran's Hospital	G S Riverside Ave at Croton Point Ave	F Spring St at Waller Ave	E Pleasant-ville Rd at North State Rd	D Westchester Medical Center	C E Main St at Stone Ave (Elmsford Sq)	B White Plains TransCenter (Lane B)	M E J Conroy at Main St
	MOHEGAN LAKE		PEEKSKILL		VERPLANCK	MONTROSE	CROTON-ON HUDSON	OSSINING	BRIARCLIFF MANOR	VALHALLA	ELMSFORD	WHITE PLAINS	
AM ⑤	—	—	—	—	—	—	—	—	—	—	5:57	6:08	6:12
	—	—	—	—	—	—	—	—	—	6:42	6:52	7:03	7:07
	5:45	5:55	6:00	6:13	6:21	6:37	6:51	7:02	7:16	7:28	7:42	7:47
	6:45	6:55	7:00	7:13	7:21	7:37	7:50	8:02	8:17	8:29	8:44	8:49
	8:20	8:30	8:36	8:51	8:59	9:18	9:31	9:43	9:58	10:10	10:25	10:30
	9:20	9:30	9:36	9:51	9:59	10:18	10:31	10:43	10:58	11:10	11:25	11:30
	10:30	10:40	10:46	11:01	11:09	11:28	11:41	11:53	**12:08**	**12:20**	**12:35**	**12:40**	
PM	**12:40**	**12:50**	**12:56**	**1:11**	**1:19**	**1:38**	**1:51**	**2:03**	**2:18**	**2:30**	**2:45**	**2:50**	
	1:40	**1:50**	**1:56**	**2:11**	**2:19**	**2:38**	**2:51**	**3:03**	**3:18**	**3:30**	**3:45**	**3:50**	
	2:40	**2:50**	**2:56**	**3:11**	**3:19**	**3:38**	**3:51**	**4:03**	**4:18**	**4:30**	**4:45**	**4:50**	
	3:40	**3:50**	**3:56**	**4:11**	**4:19**	**4:38**	**4:51**	**5:03**	**5:18**	**5:30**	**5:45**	**5:50**	
	4:40	**4:50**	**4:56**	**5:11**	**5:19**	**5:38**	**5:51**	**6:03**	**6:18**	**6:30**	**6:45**	**6:50**	
	5:45	**5:55**	**6:01**	**6:16**	**6:24**	**6:43**	**6:56**	**7:08**	**7:23**	**7:34**	**7:45**	**7:50**	
	6:45	**6:55**	**7:01**	**7:16**	—	**7:38**	**7:51**	**8:03**	**8:18**	**8:29**	**8:40**	**8:45**	
	7:40	**7:50**	**7:55**	**8:08**	—	**8:27**	**8:40**	**8:50**	**9:04**	**9:14**	**9:25**	**9:30**	

⑤ This trip begins at 5:54 a.m. at Sam's Club.

ROUTE 14: WHITE PLAINS TO PEEKSKILL AND OSSINING / SUNDAY

	A N Broadway at Main St	B White Plains TransCenter (Lane B)	C E Main St at N Central Ave (Elmsford Sq)	D Westchester Medical Center	E Pleasant-ville Rd at North State Rd	F Spring St at Waller Ave	G S Riverside Ave at Croton Point Ave	H FDR Veteran's Hospital	I Kings Ferry Rd at Westchester Ave	J Main St at S James St	K Rt 6 at Dayton Ln (Beach Shopping Center)	L Cortandt Town Center (Walmart)
	WHITE PLAINS		ELMSFORD	VALHALLA	BRIARCLIFF MANOR	OSSINING	CROTON-ON HUDSON	MONTROSE	VERPLANCK	PEEKSKILL		MOHEGAN LAKE
AM	—	—	—	—	—	—	—	—	—	9:47	9:52	10:00
①	9:50	9:56	10:10	10:21	10:32	10:52	10:59	11:14	11:24	11:39	11:45	11:55
	11:40	11:46	**12:00**	**12:11**	**12:22**	**12:42**	**12:49**	**1:04**	**1:14**	**1:29**	**1:35**	**1:45**
PM	**1:30**	**1:36**	**1:50**	**2:01**	**2:12**	**2:32**	**2:39**	**2:54**	**3:04**	**3:19**	**3:25**	**3:35**
	4:20	**4:26**	**4:40**	**4:51**	**5:02**	**5:22**	**5:29**	**5:44**	**5:52**	**6:07**	**6:13**	**6:21**
	6:40	**6:45**	**6:56**	**7:07**	**7:16**	**7:36**	**7:43**	—	**7:56**	**8:11**	**8:16**	**8:24**

① The 9:47 AM trip starts at Welcher Ave. and Rte. 9 at 9:38 AM.

ROUTES 14: PEEKSKILL AND OSSINING TO WHITE PLAINS / SUNDAY

	L Cortandt Town Center (Walmart)	K Rt 6 at Dayton Ln (Beach Shopping Center)	J Main St at N James St	I Kings Ferry Rd at Westchester Ave	H FDR Veteran's Hospital	G S Riverside Ave at Croton Point Ave	F Spring St at Waller Ave	E Pleasant-ville Rd at North State Rd	D Westchester Medical Center	C E Main St at Stone Ave (Elmsford Sq)	B White Plains TransCenter (Lane B)	M E J Conroy at Main St
	MOHEGAN LAKE		PEEKSKILL		VERPLANCK	MONTROSE	CROTON-ON HUDSON	OSSINING	BRIARCLIFF MANOR	VALHALLA	ELMSFORD	WHITE PLAINS	
AM	10:10	10:20	10:27	10:37	10:44	10:58	11:18	11:35	11:46	11:57	**12:09**	**12:14**	
PM	**12:10**	**12:20**	**12:27**	**12:37**	**12:44**	**12:58**	**1:18**	**1:35**	**1:46**	**1:57**	**2:09**	**2:14**	
	2:10	**2:20**	**2:27**	**2:37**	**2:44**	**2:58**	**3:18**	**3:35**	**3:46**	**3:57**	**4:09**	**4:14**	
	4:20	**4:30**	**4:37**	**4:47**	**4:54**	**5:08**	**5:28**	**5:45**	**5:56**	**6:07**	**6:19**	**6:24**	
	6:40	**6:50**	**6:55**	**7:05**	—	**7:20**	**7:35**	**7:50**	**8:00**	**8:10**	**8:21**	**8:25**	

Bee-Line Cash and MetroCard Fares

Effective March 19, 2017

Cash Fares (Coins Only)
One Ride..... $2.75
Paper Transfer to Bee-Line & NYC Buses ..... FREE
Senior/Disabled Reduced Fare One Ride..... $1.35
Senior/Disabled Paper Transfer to Bee-Line & NYC Buses ..... FREE
BXM4C One Ride..... $7.50
BXM4C Senior/Disabled Reduced Fare (Off-Peak Only)..... $3.75

Pay-Per-Ride MetroCard Fares
(Includes One Transfer to Bee-Line Buses, NYC Buses & Subways)
One Ride with Transfer..... $2.75
Senior/Disabled Reduced Fare One Ride with Transfer..... $1.35

Unlimited Ride 30-Day MetroCard Fare..... $121.00

Unlimited Ride 7-Day MetroCard Fare..... $32.00

Transfers
(1) Paper transfers will be accepted on all local routes, except the same route initially boarded. Paper transfers must be obtained at the time of initial boarding.
(2) Pay-Per-Ride MetroCards will be accepted on all Bee-Line routes, except the same route initially boarded, NYC local buses and subways with no additional fare charged to the card, within two hours of the initial boarding.

Senior/Disabled Reduced Fares
Reduced fares are available to riders at least 65 years of age, certified disabled persons and valid Medicare card holders with proper photo identification.
MetroCard reduced fares are available only to holders of a personalized Reduced-Fare MetroCard.
For more information call (718) 330-1234 or go to www.mta.info/metrocard.

Customer Service

www.westchestergov.com/beeline
24-Hour Automated Schedule Information (914) 813-7777
Representatives are available 8 a.m. to 4 p.m. weekdays
Lost & Found (914) 376-6361
Large print timetables are available upon request.
Hard of hearing individuals can use the New York State 711 Relay Service
Fares, schedule and equipment are subject to change

Route 17 Express Bus Stops

Northbound
- N Broadway at Main St
- Martine Ave at Court St
- Martin Luther King, Jr. Blvd at Main St
- White Plains Bus Terminal – Lane E
- Tarrytown Rd at Central Ave
- Tarrytown Rd at Old Kensico Rd
- Route 9A at Executive Blvd
- Route 9A at Skyline Dr
- Route 9 at Route 9A
- Welcher Ave at Route 9
- Washington St at Hudson St
- Nelson Ave at Main St
- Main St at Dayton La. Beach Shopping Center
- Cortlandt Town Center

Southbound
- Cortlandt Town Center
- Main St at Dayton La. Beach Shopping Center
- Nelson Ave at Main St
- Washington St at Hudson Ave
- Welcher Ave at Wood St
- Route 9 at Route 9A
- Saw Mill River Rd at Skyline Dr
- Saw Mill River Rd at Executive Blvd
- Tarrytown Rd at Aqueduct Rd
- Tarrytown Rd at Central Ave
- White Plains Bus Terminal – Lane B
- Main St between Lexington Ave & Martin Luther King, Jr. Blvd
- Main St at Court St
- E.J. Conroy Dr at Main St

the bee-line system

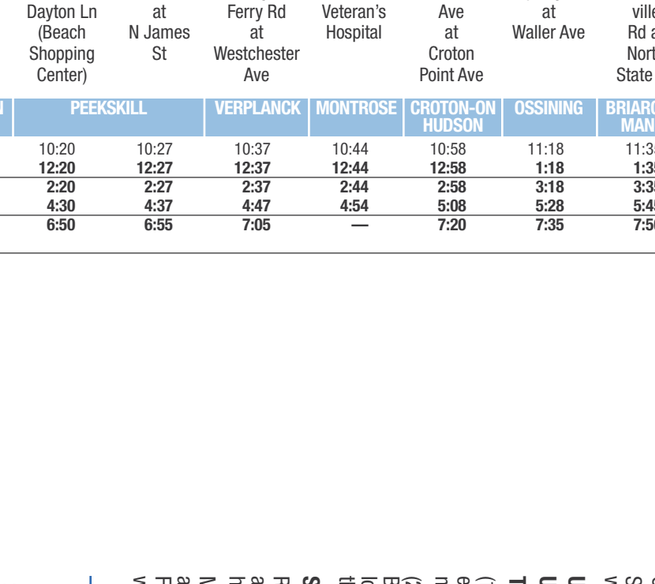
Effective March 5, 2018

14 LOCAL
Peekskill
Ossining
White Plains

17 EXPRESS
Peekskill
White Plains

ROUTE 14 ALSO SERVES
- Verplanck
- V.A. Hospital
- Montrose
- Briarcliff Manor
- Westchester Medical Center

Get Real-time Bee-Line info through
GOOGLE MAPS



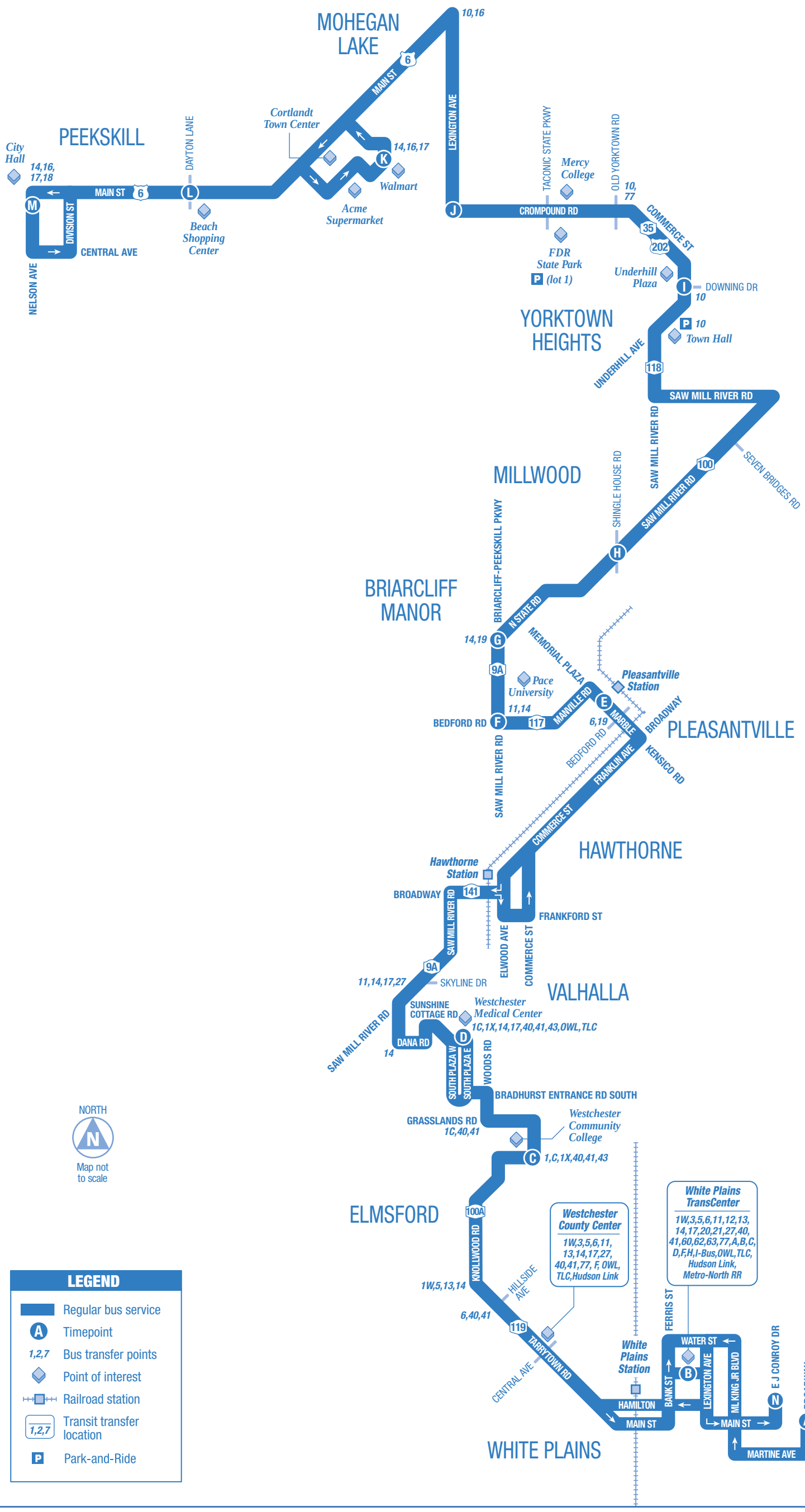


Westchester gov.com

www.westchestergov.com/beelinebus

ROUTE 15: Local

Peekskill • Yorktown • Pleasantville • White Plains



WHITE PLAINS TO PEEKSKILL AND YORKTOWN / MONDAY – FRIDAY

	A N Broadway at Main St	B White Plains TransCenter (Lane E)	C West-chester Community College	D West-chester Medical Center	E Memorial Plaza Pleasantville RR Station (Harlem Line)	F Bedford Rd at Rte 9A	G N State Rd at Rt 9A	H Rt 100 at Shingle House Rd	I Commerce St at Downing Dr	J Lexington Ave at Crompond Rd	K Cortlandt Town Center	L Beach Shopping Center	M Main St at Nelson Ave
	WHITE PLAINS		VALHALLA		PLEASANTVILLE		BRIARCLIFF MANOR	MILLWOOD	YORKTOWN HEIGHTS		MOHEGAN LAKE	PEEKSKILL	
AM	7:53	7:59	8:16	8:24	8:42	8:46	8:50	8:57	9:11	9:23	9:34	9:40	9:45
	9:53	9:58	10:13	10:21	10:39	10:43	10:47	10:54	11:06	11:18	11:29	11:35	11:40
	11:26	11:31	11:46	11:54	**12:12**	**12:16**	**12:20**	**12:27**	**12:39**	**12:51**	**1:02**	**1:08**	**1:13**
PM	**1:26**	**1:31**	**1:48**	**1:56**	**2:14**	**2:18**	**2:22**	**2:29**	**2:42**	**2:54**	**3:05**	**3:13**	**3:18**
	4:20	**4:25**	**4:42**	**4:50**	**5:10**	**5:14**	**5:20**	**5:27**	**5:39**	**5:55**	**6:06**	**6:14**	**6:19**
	4:55	**5:00**	**5:17**	**5:25**	**5:43**	**5:47**	**5:53**	**6:00**	**6:11**	**6:25**	**6:36**	**6:44**	**6:49**
	5:24	**5:29**	**5:45**	**5:53**	**6:10**	**6:14**	**6:18**	**6:25**	**6:35**	**6:47**	**6:58**	**7:04**	**7:09**

PEEKSKILL AND YORKTOWN TO WHITE PLAINS / MONDAY – FRIDAY

	M Main St at Nelson Ave	L Beach Shopping Center	K Cortlandt Town Center	J Lexington Ave at Crompond Rd	I Commerce St at Downing Dr	H Rt 100 at Shingle House Rd	G N State Rd at Rt 9A	F Bedford Rd at Rte 9A	E Memorial Plaza Pleasantville RR Station (Harlem Line)	D West-chester Medical Center	C West-chester Community College	B White Plains TransCenter (Lane E)	N Main St at E.J. Conroy Dr
	PEEKSKILL		MOHEGAN LAKE	YORKTOWN HEIGHTS		MILLWOOD	BRIARCLIFF MANOR	PLEASANTVILLE		VALHALLA		WHITE PLAINS	
AM	6:10	6:15	6:21	6:28	6:42	6:56	7:01	7:05	7:09	7:25	7:31	7:45	7:49
	6:51	6:57	7:04	7:11	7:26	7:41	7:48	7:53	8:00	8:17	8:24	8:40	8:44
	8:31	8:36	8:42	8:49	9:03	9:18	9:24	9:28	9:32	9:49	9:56	10:12	10:16
	10:20	10:25	10:31	10:38	10:52	11:07	11:13	11:17	11:21	11:38	11:45	**12:01**	**12:05**
	11:55	**12:00**	**12:06**	**12:13**	**12:27**	**12:42**	**12:48**	**12:52**	**12:56**	**1:13**	**1:20**	**1:36**	**1:40**
PM	**1:30**	**1:35**	**1:41**	**1:48**	**2:02**	**2:17**	**2:23**	**2:27**	**2:31**	**2:48**	**2:55**	**3:11**	**3:15**
	3:30	**3:35**	**3:41**	**3:48**	**4:07**	**4:22**	**4:28**	**4:32**	**4:36**	**4:53**	**5:00**	**5:16**	**5:20**
	5:12	**5:17**	**5:23**	**5:30**	**5:44**	**5:59**	**6:05**	**6:09**	**6:13**	**6:30**	**6:37**	**6:53**	**6:57**

WHITE PLAINS TO PEEKSKILL AND YORKTOWN / SATURDAY

	A	B	C	D	E	F	G	H	I	J	K	L	W
	N Broadway at Main St	White Plains TransCenter (Lane E)	Westchester Community College	Westchester Medical Center	Memorial Plaza Pleasantville RR Station (Harlem Line)	Bedford Rd at Rte 9A	N State Rd at Rt 9A	Rt 100 at Shingle House Rd	Commerce St at Downing Dr	Lexington Ave at Crompond Rd	Cortlandt Town Center	Beach Shopping Center	Main St at Nelson Ave
	WHITE PLAINS	VALHALLA	PLEASANTVILLE	BRIARCLIFF MANOR	MILLWOOD	YORKTOWN HEIGHTS	MOHEGAN LAKE	PEEKSKILL					
AM	10:00	10:07	10:22	10:30	10:48	10:52	10:56	11:02	11:17	11:30	11:41	11:51	11:57
PM	1:41	1:48	2:03	2:11	2:29	2:33	2:37	2:43	2:58	3:11	3:22	3:32	3:38
	5:10	5:16	5:29	5:37	5:54	5:58	6:02	6:07	6:22	6:33	6:44	6:51	6:57

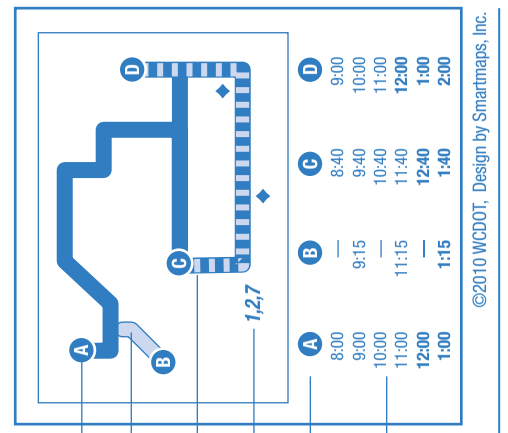
PEEKSKILL AND YORKTOWN TO WHITE PLAINS / SATURDAY

	W	L	K	J	I	H	G	F	E	D	C	B	N
	Main St at Nelson Ave	Beach Shopping Center	Cortlandt Town Center	Lexington Ave at Crompond Rd	Commerce St at Downing Dr	Rt 100 at Shingle House Rd	N State Rd at Rt 9A	Bedford Rd at Rte 9A	Memorial Plaza Pleasantville RR Station (Harlem Line)	Westchester Medical Center	Westchester Community College	White Plains TransCenter (Lane E)	Main St at E.J. Conroy Dr
	PEEKSKILL	MOHEGAN LAKE	YORKTOWN HEIGHTS	MILLWOOD	PLEASANTVILLE		BRIARCLIFF MANOR	MILLWOOD	VALHALLA			WHITE PLAINS	
AM	9:26	9:32	9:38	9:49	10:02	10:16	10:22	10:26	10:30	10:47	10:54	11:08	11:13
PM	12:14	12:20	12:26	12:37	12:50	1:04	1:10	1:14	1:18	1:35	1:42	1:56	2:01
	3:58	4:04	4:10	4:21	4:34	4:48	4:54	4:58	5:02	5:19	5:26	5:40	5:45

BEE-LINE HOLIDAY SCHEDULE

HOLIDAY	SCHEDULE IN EFFECT
New Years Day	Sunday
Martin Luther King, Jr. Day	Saturday
Presidents' Day	Saturday
Memorial Day	Sunday
Independence Day	Sunday
Labor Day	Sunday
Columbus Day	Weekday
Election Day	Weekday
Veterans Day	Weekday
Thanksgiving Day	No Service
Christmas Day	No Service

INSTRUCTIONS



A	B	C	D
8:00	—	8:40	9:00
9:00	9:15	9:40	10:00
10:00	—	10:40	11:00
11:00	11:15	11:40	12:00
12:00	—	12:40	1:00
1:00	1:15	1:40	2:00

©2010 WCDOT, Design by Smartmaps, Inc.

The bus passes this location at listed times. Look for the column of times below the matching symbol in the schedule.

Only certain trips operate along this portion of the route. See the schedule for trips that operate here.

The bus operates express along the route. No stops are made unless indicated by the F symbol.

Transfer point. Shows where this bus intersects with other bus routes.

The bus stops at the times listed below the symbol. Light times are A.M.; **bold** times are **P.M.**

The timetable shows when the bus is scheduled to depart. Actual departure times may vary and depend upon traffic and weather conditions. Arrive at the bus stop about 5 minutes early to avoid missing the bus.

Save Time and Money Buy a MetroCard

MetroCard Choices
What's best for you?



Unlimited Ride or **Pay-per-Ride**

Unlimited Ride MetroCard:
Available for 7 or 30 days

- The more you ride, the less each ride costs
- All bus and subway transfers included
- Can only be used by one person at a time
- Cannot be used again in the same direction on the same bus route or at the same subway station for 18 minutes

Pay-Per-Ride MetroCard:

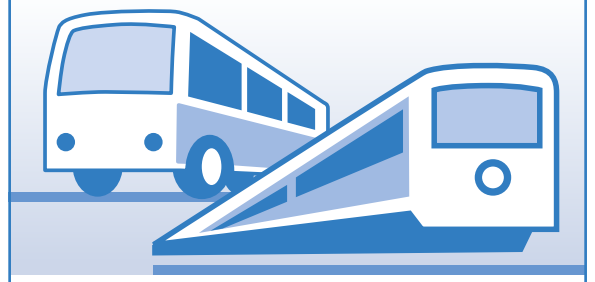
- Get a 5% bonus with the purchase or addition of $5.50 or more.
- Free bus-to-bus, bus-to-subway, or subway-to-bus transfer within 2 hours of paying fare (some exceptions apply)
- Refill as often as you like until card expires (cards usually expire in one year).
- Can be used to pay for up to 4 people at a time

For more information on MetroCard, visit us online at **www.westchestergov.com/beelinebus** or call Bee-Line Customer Service at **(914) 813-7777**

For Bee-Line Bus/ Metro-North Connections

Consider Combined Fare Discounts using

UniTicket
the Monthly Bus-to-Train Pass



UniTicket is a reduced-rate ticket combining monthly round-trip local bus fare with train fare.

UniTicket is available through any Metro-North ticket office. It is accepted for the bus fare to & from a railroad station listed on the ticket.

For more information, call Metro-North Railroad at (212) 532-4900

Bee-Line Cash and MetroCard Fares

Effective March 19, 2017

Cash Fares (Coins Only)

One Ride	$2.75
Paper Transfer to Bee-Line & NYC Buses	FREE
Senior/Disabled Reduced Fare One Ride	$1.35
Senior/Disabled Paper Transfer to Bee-Line & NYC Buses	FREE
BXM4C One Ride	$7.50
BXM4C Senior/Disabled Reduced Fare (Off-Peak Only)	$3.75

Pay-Per-Ride MetroCard Fares

(Includes One Transfer to Bee-Line Buses, NYC Buses & Subways)

One Ride with Transfer	$2.75
Senior/Disabled Reduced Fare One Ride with Transfer	$1.35

Unlimited Ride 30-Day MetroCard Fare.....$121.00
Unlimited Ride 7-Day MetroCard Fare.....$32.00

Transfers

(1) Paper transfers will be accepted on all local routes, except the same route initially boarded. Paper transfers must be obtained at the time of initial boarding.

(2) Pay-Per-Ride MetroCards will be accepted on all Bee-Line routes, except the same route initially boarded, NYC local buses and subways with no additional fare charged to the card, within two hours of the initial boarding.

Senior/Disabled Reduced Fares

Reduced fares are available to riders at least 65 years of age, certified disabled persons and valid Medicare card holders with proper photo identification.

MetroCard reduced fares are available only to holders of a personalized Reduced-Fare MetroCard. For more information call (718) 330-1234 or go to www.mta.info/metrocard.

Customer Service

www.westchestergov.com/beeline
24-Hour Automated Schedule Information (914) 813-7777
Representatives are available 8 a.m. to 4 p.m. weekdays
Lost & Found (914) 376-6361
Large print timetables are available upon request.
Hard of hearing individuals can use the New York State 711 Relay Service
Fares, schedule and equipment are subject to change

the bee-line system

Effective September 5, 2017

LOCAL ROUTE

15
Peekskill Yorktown Pleasantville White Plains

ALSO SERVING

- Beach Shopping Center
- Cortlandt Town Center
- Millwood
- Westchester Medical Center
- Westchester Community College

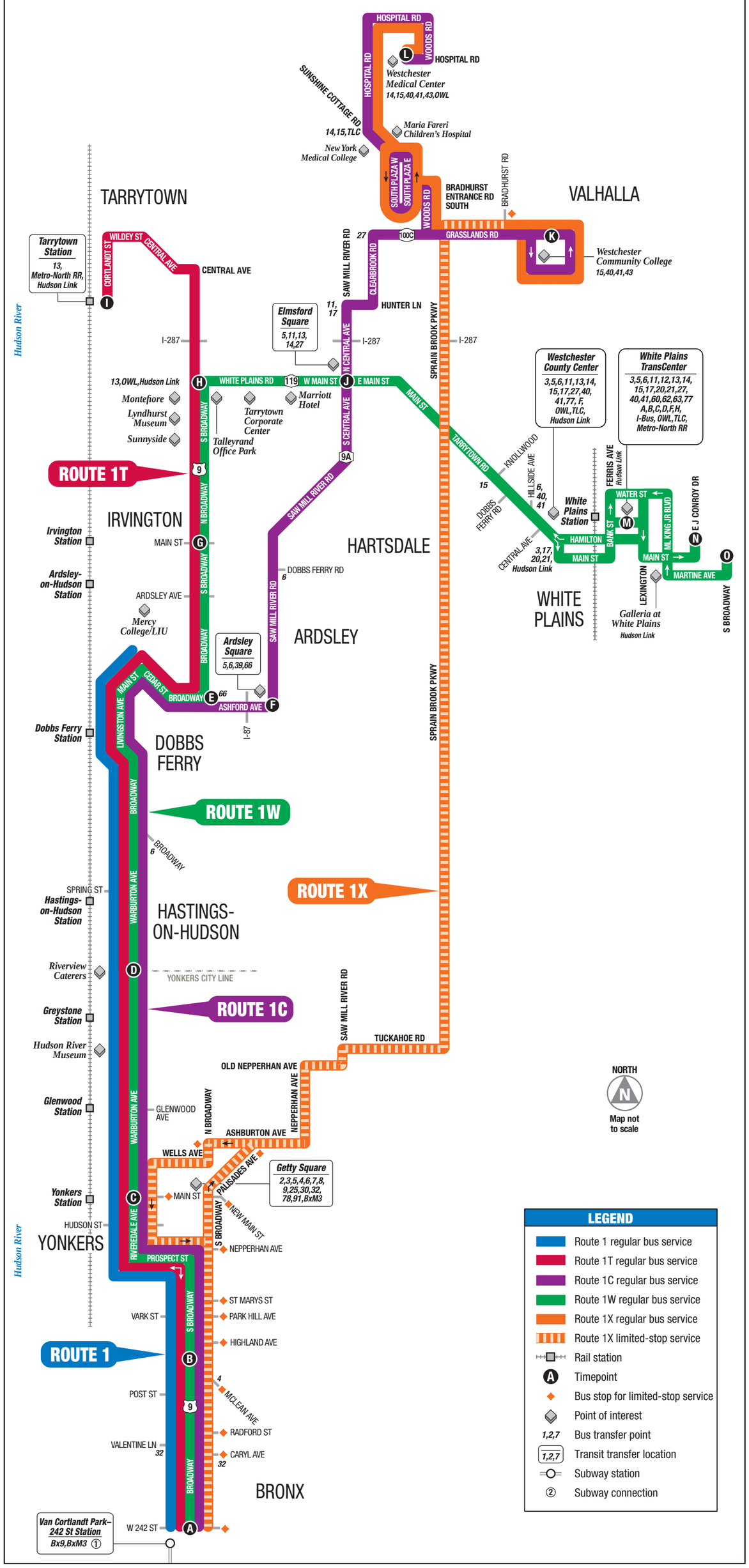
Get Real-time Bee-Line info through
GOOGLE MAPS



Westchestergov.com

www.westchestergov.com/beelinebus

LOCAL ROUTES 1, 1C, 1T, 1W • EXPRESS ROUTE 1X



LEGEND

- Route 1 regular bus service
- Route 1T regular bus service
- Route 1C regular bus service
- Route 1W regular bus service
- Route 1X regular bus service
- Route 1X limited-stop service
- Rail station
- Timepoint
- Bus stop for limited-stop service
- Point of interest
- 1,2,7 Bus transfer point
- 1,2,7 Transit transfer location
- Subway station
- ② Subway connection

INSTRUCTIONS

The bus passes this location at listed times. Look for the column of times below the matching symbol in the schedule.

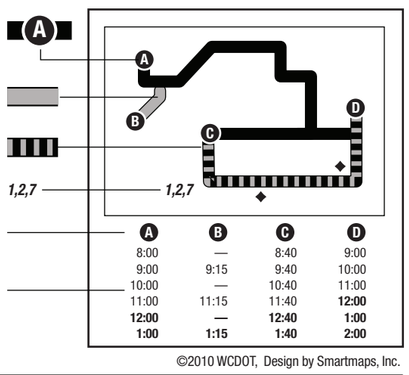
Only certain trips operate along this portion of the route. See the schedule for trips that operate here.

The bus operates express along the route. No stops are made unless indicated by the F symbol.

Transfer point. Shows where this bus intersects with other bus routes.

The bus stops at the times listed below the symbol. Light times are A.M.; **bold** times are **P.M.**

The timetable shows when the bus is scheduled to depart. Actual departure times may vary and depend upon traffic and weather conditions. Arrive at the bus stop about 5 minutes early to avoid missing the bus.



A	B	C	D
8:00	—	8:40	9:00
9:00	9:15	9:40	10:00
10:00	—	10:40	11:00
11:00	11:15	11:40	**12:00**
12:00	—	**12:40**	**1:00**
1:00	**1:15**	**1:40**	**2:00**

©2010 WCDOT, Design by Smartmaps, Inc.

BEE-LINE HOLIDAY SCHEDULE

HOLIDAY	SCHEDULE IN EFFECT
New Years Day	Sunday
Martin Luther King, Jr. Day	Saturday
Presidents' Day	Saturday
Memorial Day	Sunday
Independence Day	Sunday
Labor Day	Sunday
Columbus Day	Weekday
Election Day	Weekday
Veterans Day	Weekday
Thanksgiving Day	No Service
Christmas Day	No Service

ROUTES 1, 1C, 1T, 1W AND 1X: THE BRONX AND YONKERS TO WHITE PLAINS / MONDAY – FRIDAY

		A Broadway at W 242 St	B S Broadway at McLean Ave	C Riverdale Ave at Main St (Getty Square)	D Warburton Ave at Yonkers-Hastings Boundary	E Broadway at Ashford Ave	F Saw Mill River Rd at Ashford Ave	G N Broadway at Main St	H White Plains Rd at Broadway	I Tarrytown RR Station (Hudson Line)	J E Main St at Central Ave	K Westchester Community College	L Westchester Medical Center	M Trans-Center (Lane F)	N E J Conroy Drive at Main St
ROUTE		BRONX	YONKERS		HASTINGS	DOBBS FERRY	ARDSLEY	IRVINGTON	TARRYTOWN		ELMSFORD	VALHALLA		WHITE PLAINS	
	AM	5:23	5:33	5:43	5:58	—	—	—	—	—	—	—	—	—	—
T		—	—	—	—	6:28	—	6:32	6:36	6:43	—	—	—	—	—
W		6:00	6:10	6:20	6:36	6:48	—	6:55	7:02	—	7:11	—	—	7:24	7:29
C		—	—	6:50	7:04	7:11	7:18	—	—	—	7:26	—	7:38	—	—
C		6:35	6:45	6:57	7:11	7:18	7:25	—	—	—	7:33	7:48	7:57	—	—
		6:49	6:59	7:11	7:27	—	—	—	—	—	—	—	—	—	—
T		6:50	7:00	7:12	7:28	7:37	—	7:44	7:51	7:59	—	—	—	—	—
X		6:51	7:01	—	—	—	—	—	—	—	—	7:43	7:53	—	—
① C		6:56	7:06	7:18	7:34	7:45	7:53	—	—	—	8:01	8:22	8:12	—	—
		7:03	7:13	7:25	7:41	—	—	—	—	—	—	—	—	—	—
T		7:05	7:15	7:27	7:43	7:52	—	7:59	8:06	8:14	—	—	—	—	—
		7:08	7:18	7:30	7:46	—	—	—	—	—	—	—	—	—	—
		7:09	7:19	7:31	7:47	—	—	—	—	—	—	—	—	—	—
W		7:10	7:20	7:32	7:48	8:00	—	8:07	8:14	—	8:25	—	—	8:40	8:45
		7:19	7:29	7:41	7:57	—	—	—	—	—	—	—	—	—	—
		7:22	7:32	7:44	8:00	—	—	—	—	—	—	—	—	—	—
C		7:23	7:34	7:46	8:02	8:15	8:23	—	—	—	8:36	8:52	9:01	—	—
T		7:40	7:50	8:02	8:19	8:30	—	8:38	8:43	8:53	—	—	—	—	—
X		7:45	7:55	—	—	—	—	—	—	—	—	8:42	8:52	—	—
X		7:50	8:00	—	—	—	—	—	—	—	—	8:47	8:57	—	—
		—	—	8:15	8:31	8:40	—	—	—	—	—	—	—	—	—
T		7:55	8:05	8:17	8:33	8:44	—	8:52	8:57	9:07	—	—	—	—	—
W		8:10	8:20	8:32	8:48	8:59	—	9:07	9:12	—	9:22	—	—	9:37	9:42
C		8:25	8:35	8:48	9:01	9:10	9:17	—	—	—	9:25	9:38	9:47	—	—
		8:40	8:50	9:00	9:13	9:22	—	—	—	—	—	—	—	—	—
T		8:55	9:05	9:15	9:28	9:37	—	9:42	9:47	9:57	—	—	—	—	—
W		9:10	9:20	9:30	9:43	9:54	—	9:59	10:04	—	10:11	—	—	10:25	10:30
C		9:30	9:40	9:50	10:03	10:14	10:21	—	—	—	10:28	10:40	10:49	—	—
T		9:50	10:00	10:10	10:23	10:34	—	10:39	10:44	10:54	—	—	—	—	—
W		10:10	10:20	10:30	10:43	10:54	—	10:59	11:04	—	11:11	—	—	11:26	11:31
C		10:30	10:40	10:50	11:03	11:14	11:21	—	—	—	11:28	11:40	11:49	—	—
T		10:50	11:00	11:10	11:23	11:34	—	11:39	11:44	11:54	—	—	—	—	—
W		11:10	11:20	11:30	11:46	11:57	—	**12:02**	**12:07**	—	**12:14**	—	—	**12:29**	**12:34**
C		11:30	11:40	11:50	**12:06**	**12:17**	**12:23**	—	—	—	**12:30**	**12:41**	**12:50**	—	—
T		11:50	**12:00**	**12:10**	**12:26**	**12:37**	—	**12:42**	**12:47**	**12:57**	—	—	—	—	—
W	PM	**12:10**	**12:20**	**12:30**	**12:46**	**12:57**	—	**1:02**	**1:07**	—	**1:14**	—	—	**1:29**	**1:34**
C		**12:30**	**12:40**	**12:50**	**1:06**	**1:17**	**1:23**	—	—	—	**1:30**	**1:41**	**1:50**	—	—
T		**12:50**	**1:00**	**1:10**	**1:26**	**1:37**	—	**1:42**	**1:47**	**1:57**	—	—	—	—	—
W		**1:10**	**1:20**	**1:30**	**1:46**	**1:57**	—	**2:02**	**2:07**	—	**2:14**	—	—	**2:30**	**2:35**
C		**1:30**	**1:40**	**1:50**	**2:06**	**2:17**	**2:23**	—	—	—	**2:30**	**2:46**	**2:37**	—	—
T		**1:50**	**2:00**	**2:11**	**2:27**	**2:38**	—	**2:45**	**2:52**	**3:03**	—	—	—	—	—
① W		**2:10**	**2:21**	**2:31**	**2:47**	**2:58**	—	**3:05**	**3:12**	—	**3:20**	—	—	**3:36**	**3:41**
C		**2:30**	**2:41**	**2:51**	**3:07**	**3:18**	**3:24**	—	—	—	**3:31**	**3:51**	**3:43**	—	—
		—	—	**3:07**	**3:23**	—	—	—	—	—	—	—	—	—	—
① T		**2:50**	**3:02**	**3:15**	**3:31**	**3:43**	—	**3:49**	**3:56**	**4:07**	—	—	—	—	—
W		**3:08**	**3:20**	**3:30**	**3:46**	**3:58**	—	**4:05**	**4:11**	—	**4:19**	—	—	**4:36**	**4:41**
		3:23	**3:35**	**3:46**	**3:59**	—	—	—	—	—	—	—	—	—	—
C		**3:38**	**3:50**	**4:01**	**4:17**	**4:29**	**4:38**	—	—	—	**4:47**	**5:07**	**4:59**	—	—
T		**3:53**	**4:05**	**4:18**	**4:34**	**4:46**	—	**4:52**	**4:57**	**5:06**	—	—	—	—	—
① W		**4:07**	**4:18**	**4:28**	**4:44**	**4:56**	—	**5:03**	**5:10**	—	**5:19**	—	—	**5:37**	**5:42**
		4:20	**4:31**	**4:41**	**4:56**	—	—	—	—	—	—	—	—	—	—
		4:26	**4:37**	**4:47**	—	—	—	—	—	—	—	—	—	—	—
C		**4:38**	**4:49**	**5:00**	**5:15**	**5:27**	**5:34**	—	—	—	**5:43**	**6:02**	**5:54**	—	—
T		**4:50**	**5:01**	**5:13**	**5:28**	**5:40**	—	**5:46**	**5:51**	**6:00**	—	—	—	—	—
①		**5:02**	**5:13**	**5:23**	—	—	—	—	—	—	—	—	—	—	—
W		**5:08**	**5:19**	**5:31**	**5:46**	**5:58**	—	**6:03**	**6:08**	—	**6:15**	—	—	**6:29**	**6:33**
		5:19	**5:30**	**5:40**	—	—	—	—	—	—	—	—	—	—	—
C		**5:24**	**5:35**	**5:45**	**6:00**	—	—	—	—	—	—	—	—	—	—
		5:29	**5:40**	**5:50**	—	—	—	—	—	—	—	—	—	—	—
		5:39	**5:50**	**6:00**	—	—	—	—	—	—	—	—	—	—	—
		5:44	**5:55**	**6:05**	**6:20**	—	—	—	—	—	—	—	—	—	—
T		**5:55**	**6:06**	**6:16**	**6:31**	**6:42**	—	**6:48**	**6:53**	**7:01**	—	—	—	—	—
		6:00	**6:11**	**6:23**	—	—	—	—	—	—	—	—	—	—	—
		6:10	**6:20**	**6:30**	—	—	—	—	—	—	—	—	—	—	—
		6:15	**6:25**	**6:35**	**6:48**	—	—	—	—	—	—	—	—	—	—
		6:20	**6:30**	**6:40**	—	—	—	—	—	—	—	—	—	—	—
		6:32	**6:42**	**6:52**	**7:06**	—	—	—	—	—	—	—	—	—	—
		6:38	**6:48**	**6:58**	—	—	—	—	—	—	—	—	—	—	—
		6:48	**6:58**	**7:08**	—	—	—	—	—	—	—	—	—	—	—
		6:53	**7:03**	**7:13**	**7:26**	—	—	—	—	—	—	—	—	—	—
		6:58	**7:08**	**7:18**	—	—	—	—	—	—	—	—	—	—	—
		7:08	**7:18**	**7:28**	**7:41**	—	—	—	—	—	—	—	—	—	—
		7:14	**7:24**	**7:34**	—	—	—	—	—	—	—	—	—	—	—
		7:26	**7:36**	**7:46**	**7:59**	—	—	—	—	—	—	—	—	—	—
		7:32	**7:42**	**7:52**	—	—	—	—	—	—	—	—	—	—	—
		7:50	**8:00**	**8:10**	**8:23**	—	—	—	—	—	—	—	—	—	—
		8:12	**8:22**	**8:32**	**8:45**	—	—	—	—	—	—	—	—	—	—
		8:36	**8:44**	**8:51**	**9:04**	—	—	—	—	—	—	—	—	—	—
		9:00	**9:08**	**9:15**	**9:28**	—	—	—	—	—	—	—	—	—	—
		9:30	**9:38**	**9:45**	**9:58**	—	—	—	—	—	—	—	—	—	—
		10:05	**10:13**	**10:20**	**10:33**	—	—	—	—	—	—	—	—	—	—
		10:55	**11:03**	**11:10**	**11:23**	—	—	—	—	—	—	—	—	—	—

① This trip serves Westchester Medical Center first, then proceeds to Westchester Community College.
This trip operates on school days only.

ROUTES 1, 1C, 1T, 1W AND 1X: WHITE PLAINS AND YONKERS TO THE BRONX / MONDAY – FRIDAY

		O N Broadway at Main St	M Trans-Center (Lane F)	K Westchester Community College	L Westchester Medical Center	J E Main St at Central Ave	I Tarrytown RR Station (Hudson Line)	H White Plains Rd at Broadway	G N Broadway at Main St	F Saw Mill River Rd at Ashford Ave	E Broadway at Ashford Ave	D Warburton Ave at Yonkers-Hastings Boundary	C Riverdale Ave at Main St (Getty Square)	B S Broadway at McLean Ave	A Broadway at W 242 St
ROUTE		WHITE PLAINS		VALHALLA		ELMSFORD	TARRYTOWN		IRVINGTON	ARDSLEY	DOBBS FERRY	HASTINGS	YONKERS		BRONX
	AM	—	—	—	—	—	—	—	—	—	—	6:00	6:16	6:23	6:32
		—	—	—	—	—	—	—	—	—	—	6:24	6:40	6:48	6:57
		—	—	—	—	—	—	—	—	—	—	6:42	6:58	7:07	7:17
		—	—	—	—	—	—	—	—	—	—	6:50	7:06	7:15	7:25
		—	—	—	—	—	—	—	—	—	—	6:58	7:14	7:23	7:33
		—	—	—	—	—	—	—	—	—	—	7:10	7:26	7:35	7:45
T		—	—	—	—	—	6:53	6:59	7:06	—	7:12	7:21	7:39	7:48	7:58
		—	—	—	—	—	—	—	—	—	—	7:38	7:56	8:05	8:15
		—	—	—	—	—	—	—	—	—	—	7:53	8:11	8:20	8:30
		—	—	—	—	—	—	—	—	—	—	8:10	8:28	8:37	8:47
W		7:28	7:34	—	—	7:52	—	8:00	8:07	—	8:14	8:25	8:43	8:51	9:00
② C		—	—	—	—	8:11	—	—	—	8:23	8:30	8:41	8:59	9:06	9:15
T		—	—	—	—	—	8:22	8:34	8:41	—	8:48	8:57	9:14	9:21	9:30
C		—	—	8:19	8:28	8:48	—	—	—	8:58	9:05	9:14	9:31	9:38	9:47
W		8:41	8:47	—	—	9:04	—	9:12	9:18	—	9:25	9:34	9:51	9:59	10:08
T		—	—	—	—	—	9:24	9:34	9:40	—	9:46	9:56	10:13	10:21	10:30
C		—	—	9:23	9:32	9:48	—	—	—	9:58	10:05	10:14	10:31	10:41	10:51
W		9:45	9:52	—	—	10:07	—	10:13	10:18	—	10:24	10:34	10:51	11:01	11:11
T		—	—	—	—	—	10:27	10:33	10:38	—	10:44	10:54	11:11	11:21	11:31
C		—	—	10:23	10:31	10:47	—	—	—	10:57	11:04	11:14	11:31	11:41	11:51
W		10:45	10:52	—	—	11:07	—	11:13	11:18	—	11:24	11:34	11:51	**12:01**	**12:11**
T		—	—	—	—	—	11:27	11:33	11:38	—	11:44	11:54	**12:11**	**12:21**	**12:31**
C		—	—	11:23	11:31	11:47	—	—	—	11:57	**12:04**	**12:14**	**12:31**	**12:41**	**12:51**
W		11:45	11:52	—	—	**12:07**	—	**12:13**	**12:18**	—	**12:24**	**12:34**	**12:51**	**1:01**	**1:11**
T		—	—	—	—	—	**12:25**	**12:33**	**12:39**	—	**12:45**	**12:55**	**1:13**	**1:23**	**1:33**
C		—	—	**12:25**	**12:33**	**12:49**	—	—	—	**12:59**	**1:06**	**1:16**	**1:34**	**1:44**	**1:54**
W	PM	**12:46**	**12:53**	—	—	**1:08**	—	**1:14**	**1:20**	—	**1:26**	**1:36**	**1:54**	**2:04**	**2:14**
T		—	—	—	—	—	**1:24**	**1:32**	**1:38**	—	**1:45**	**1:55**	**2:14**	**2:24**	**2:34**
C		—	—	**1:18**	**1:28**	**1:46**	—	—	—	**1:56**	**2:03**	**2:13**	**2:32**	**2:43**	**2:54**
③		—	—	—	—	—	—	—	—	—	—	—	**2:43**	**2:54**	**3:05**
③		—	—	—	—	—	—	—	—	—	—	—	**2:43**	**2:54**	**3:05**
③		—	—	—	—	—	—	—	—	—	—	—	**2:43**	—	—
③		—	—	—	—	—	—	—	—	—	—	—	**2:43**	**2:54**	**3:05**
③		—	—	—	—	—	—	—	—	—	—	—	**2:43**	**2:54**	**3:05**
③		—	—	—	—	—	—	—	—	—	—	—	**2:43**	**2:54**	**3:05**
W		**1:41**	**1:48**	—	—	**2:03**	—	**2:10**	**2:16**	—	**2:25**	**2:36**	**2:56**	**3:07**	**3:18**
T		—	—	—	—	—	**2:23**	**2:32**	**2:38**	—	**2:47**	**2:58**	**3:18**	**3:29**	**3:40**
		—	—	—	—	—	—	—	—	—	**2:55**	**3:06**	**3:28**	**3:39**	**3:50**
C		—	—	**2:11**	**2:21**	**2:40**	—	—	—	**2:50**	**2:58**	**3:09**	**3:31**	**3:42**	**3:53**
① X		—	—	**3:08**	**2:58**	—	—	—	—	—	—	—	**3:52**	**4:01**	**4:11**
W		**2:38**	**2:45**	—	—	**3:04**	—	**3:11**	**3:17**	—	**3:25**	**3:37**	**3:58**	**4:09**	**4:20**
		—	—	—	—	—	—	—	—	—	—	**3:50**	**4:11**	**4:22**	**4:33**
T		—	—	—	—	—	**3:17**	**3:28**	**3:34**	—	**3:43**	**3:55**	**4:16**	**4:27**	**4:38**
C		—	—	**3:08**	**3:20**	**3:40**	—	—	—	**3:50**	**3:58**	**4:09**	**4:29**	**4:40**	**4:51**
		—	—	—	—	—	—	—	—	—	**4:11**	**4:22**	**4:41**	**4:52**	**5:03**
W		**3:30**	**3:37**	—	—	**3:56**	—	**4:03**	**4:09**	—	**4:17**	**4:28**	**4:46**	**4:57**	**5:08**
① X		—	—	**4:06**	**3:56**	—	—	—	—	—	—	—	**4:50**	**4:59**	**5:09**
T		—	—	—	—	—	**4:17**	**4:26**	**4:32**	—	**4:40**	**4:51**	**5:09**	**5:20**	**5:31**
		—	—	—	—	—	—	—	—	—	—	**4:57**	**5:15**	**5:26**	**5:37**
C		—	—	**4:05**	**4:15**	**4:35**	—	—	—	**4:50**	**4:58**	**5:08**	**5:26**	**5:37**	**5:48**
C		—	—	—	**4:33**	**4:53**	—	—	—	**5:04**	**5:12**	**5:22**	**5:40**	**5:51**	**6:02**
W		**4:31**	**4:38**	—	—	**4:54**	—	**5:02**	**5:08**	—	**5:16**	**5:26**	**5:44**	**5:55**	**6:06**
T		—	—	—	—	—	**5:14**	**5:20**	**5:25**	—	**5:31**	**5:40**	**5:58**	**6:09**	**6:20**
		—	—	—	—	—	—	—	—	—	—	**5:57**	**6:15**	**6:26**	**6:37**
C		—	—	**5:17**	**5:30**	**5:50**	—	—	—	**6:01**	**6:09**	**6:18**	**6:36**	**6:47**	**6:58**
W		**5:32**	**5:40**	—	—	**6:00**	—	**6:07**	**6:13**	—	**6:21**	**6:30**	**6:47**	**6:56**	**7:07**
T		—	—	—	—	—	**6:14**	**6:20**	**6:25**	—	**6:30**	**6:39**	**6:56**	**7:04**	**7:14**
C		—	—	**6:13**	**6:21**	**6:38**	—	—	—	**6:43**	**6:49**	**6:58**	**7:15**	**7:21**	**7:30**
W		**6:32**	**6:38**	—	—	**6:56**	—	**7:02**	**7:08**	—	**7:13**	**7:22**	**7:39**	**7:47**	**7:57**
		—	—	—	—	—	—	—	—	—	—	**7:43**	**7:58**	**8:06**	**8:16**
		—	—	—	—	—	—	—	—	—	—	**8:08**	**8:23**	**8:31**	**8:40**
		—	—	—	—	—	—	—	—	—	—	**8:28**	**8:43**	**8:49**	**8:58**
		—	—	—	—	—	—	—	—	—	—	**8:48**	**9:03**	**9:09**	**9:18**
		—	—	—	—	—	—	—	—	—	—	**9:08**	**9:23**	**9:29**	**9:38**
④ C/W		—	—	**9:10**	—	**9:20**	—	**9:26**	**9:31**	—	**9:36**	**9:45**	**10:00**	**10:06**	**10:15**
⑤ C		—	—	—	**10:13**	**10:28**	—	—	—	**10:33**	**10:38**	**10:46**	**10:58**	—	—
		—	—	—	—	—	—	—	—	—	—	**11:25**	**11:40**	**11:46**	**11:55**

① This trip serves Westchester Medical Center first, then proceeds to Westchester Community College.
② This trip starts at Bradhurst Avenue & Grasslands Road at 7:57 am.
③ This trip originates at Riverside High School at 2:35 pm on school days only.
④ This trip begins 9:10 pm at Westchester Community College, travels via Route 1C to Elmsford Square then continues on Route 1W to The Bronx.
⑤ Does not serve Bradhurst Avenue. Trip connects to Route 2 at Getty Square.

ROUTE 1: THE BRONX TO YONKERS-HASTINGS LINE / SUNDAY

	Ⓐ Broadway at W 242 St	Ⓑ S Broadway at McLean Ave	Ⓒ Riverdale Ave at Main St (Getty Square)	Ⓓ Warburton Ave at Yonkers-Hastings Boundary
	BRONX	YONKERS		YONKERS-HASTINGS
AM	8:25	8:36	8:43	8:54
	9:15	9:26	9:33	9:45
	9:57	10:08	10:15	10:27
	10:40	10:51	10:58	11:10
	11:20	11:32	11:42	11:54
PM	12:00	12:12	12:22	12:34
	12:40	12:52	1:02	1:14
	1:20	1:32	1:42	1:54
	2:00	2:12	2:23	2:36
	2:40	2:52	3:03	3:16
	3:20	3:32	3:43	3:56
	4:00	4:12	4:23	4:36
	4:40	4:52	5:01	5:14
	5:20	5:31	5:40	5:53
	6:00	6:11	6:20	6:33
	6:40	6:51	7:00	7:13
	7:20	7:31	7:40	7:53
	8:00	8:11	8:20	8:33
	9:00	9:11	9:20	9:33
	10:20	10:28	10:35	10:48

ROUTE 1: YONKERS-HASTINGS LINE TO THE BRONX / SUNDAY

	Ⓓ Warburton Ave at Yonkers-Hastings Boundary	Ⓒ Riverdale Ave at Main St (Getty Square)	Ⓑ S Broadway at McLean Ave	Ⓐ Broadway at W 242 St
	YONKERS-HASTINGS	YONKERS		BRONX
AM	7:44	7:57	8:05	8:15
	8:29	8:42	8:50	9:00
	9:12	9:27	9:35	9:45
	9:52	10:07	10:15	10:25
	10:37	10:54	11:02	11:12
	11:25	11:42	11:50	12:00
PM	12:08	12:25	12:33	12:43
	12:48	1:03	1:12	1:22
	1:28	1:43	1:52	2:02
	2:08	2:23	2:32	2:42
	2:48	3:03	3:12	3:22
	3:28	3:43	3:52	4:02
	4:08	4:25	4:34	4:44
	4:48	5:05	5:14	5:24
	5:23	5:39	5:47	5:57
	5:56	6:12	6:20	6:30
	6:52	6:52	7:00	7:10
	7:32	7:32	7:40	7:50
	8:12	8:12	8:20	8:30
	8:52	8:36	9:00	9:10
	9:52	9:36	10:00	10:10

ROUTES 1 AND 1W: THE BRONX AND YONKERS TO WHITE PLAINS / SATURDAY

	Ⓐ Broadway at W 242 St	Ⓑ S Broadway at McLean Ave	Ⓒ Riverdale Ave at Main St (Getty Square)	Ⓓ Warburton Ave at Yonkers-Hastings Boundary	Ⓔ Broadway at Ashford Ave	Ⓖ N Broadway at Main St	Ⓗ White Plains Rd at Broadway	Ⓙ E Main St at Central Ave	Ⓜ Transit Center (Lane F)	Ⓝ E J Conroy Drive at Main St
ROUTE	BRONX	YONKERS		HASTINGS	DOBBS FERRY	IRVINGTON	TARRYTOWN	ELMSFORD	WHITE PLAINS	
	AM	—	—	7:22	7:35	—	—	—	—	—
1W		8:00	8:10	8:20	8:33	8:42	8:47	8:52	8:59	9:10	9:15
		8:30	8:40	8:50	9:03	—	—	—	—	—	—
1W		9:00	9:10	9:20	9:33	9:42	9:47	9:52	9:59	10:10	10:15
		9:30	9:40	9:50	10:03	—	—	—	—	—	—
1W		10:00	10:10	10:20	10:33	10:42	10:47	10:52	10:59	11:10	11:15
		10:30	10:40	10:50	11:03	—	—	—	—	—	—
1W		11:00	11:10	11:20	11:33	11:42	11:47	11:52	11:59	12:10	12:15
		11:30	11:40	11:50	12:03	—	—	—	—	—	—
		11:50	12:00	12:10	12:23	—	—	—	—	—	—
1W	PM	12:10	12:20	12:30	12:43	12:52	12:58	1:03	1:10	1:25	1:30
		12:30	12:40	12:50	1:03	—	—	—	—	—	—
		12:50	1:00	1:10	1:23	—	—	—	—	—	—
1W		1:30	1:40	1:50	2:03	—	—	—	—	—	—
		1:50	2:00	2:10	2:23	—	—	—	—	—	—
1W		2:10	2:20	2:30	2:43	2:52	2:58	3:03	3:10	3:25	3:30
		2:30	2:40	2:50	3:03	—	—	—	—	—	—
		2:50	3:00	3:10	3:23	—	—	—	—	—	—
1W		3:10	3:20	3:30	3:43	3:52	3:58	4:03	4:10	4:25	4:30
		3:30	3:40	3:50	4:03	—	—	—	—	—	—
		3:50	4:00	4:10	4:23	—	—	—	—	—	—
1W		4:10	4:20	4:30	4:43	4:52	4:57	5:02	5:09	5:24	5:29
		4:30	4:40	4:50	5:03	—	—	—	—	—	—
		4:50	5:00	5:10	5:23	—	—	—	—	—	—
1W		5:10	5:20	5:30	5:43	5:51	5:56	6:01	6:06	6:16	6:20
		5:30	5:40	5:53	6:06	—	—	—	—	—	—
		5:50	6:00	6:10	6:23	—	—	—	—	—	—
		6:10	6:20	6:30	6:43	—	—	—	—	—	—
		6:30	6:40	6:50	7:03	—	—	—	—	—	—
		6:50	7:00	7:10	7:23	—	—	—	—	—	—
		7:00	7:10	7:20	—	—	—	—	—	—	—
		7:25	7:35	7:45	7:58	—	—	—	—	—	—
		7:55	8:05	8:15		—	—	—	—	—	—
		8:05	8:15	8:25	8:38	—	—	—	—	—	—
		8:35	8:45	8:55	9:08	—	—	—	—	—	—
		9:15	9:23	9:30	9:45	—	—	—	—	—	—
		10:15	10:18	10:25	10:40	—	—	—	—	—	—
		11:15	11:23	11:30	11:45	—	—	—	—	—	—

ROUTES 1 AND 1W: WHITE PLAINS AND YONKERS TO THE BRONX / SATURDAY

	Ⓝ N. Broadway at Main St	Ⓜ Transit Center (Lane F)	Ⓙ E Main St at Central Ave	Ⓗ White Plains Rd at Broadway	Ⓖ N Broadway at Main St	Ⓔ Broadway at Ashford Ave	Ⓓ Warburton Ave at Yonkers-Hastings Boundary	Ⓒ Riverdale Ave at Main St (Getty Square)	Ⓑ S Broadway at McLean Ave	Ⓐ Broadway at W 242 St
ROUTE	WHITE PLAINS	ELMSFORD	TARRYTOWN	IRVINGTON	DOBBS FERRY		HASTINGS	YONKERS		BRONX
	AM	—	—	—	—	—	7:05	7:20	—	—
		—	—	—	—	—	7:39	7:54	8:01	8:10
		—	—	—	—	—	8:09	8:24	8:31	8:40
		—	—	—	—	—	8:39	8:54	9:01	9:10
		—	—	—	—	—	9:09	9:24	9:31	9:40
1W		9:29	9:34	9:44	9:49	9:55	10:00	10:09	10:24	10:31	10:40
1W		10:28	10:33	10:43	10:48	10:54	10:59	11:08	11:23	11:30	11:40
		—	—	—	—	—	—	11:35	11:50	11:57	12:06
1W		11:26	11:31	11:42	11:48	11:54	12:02	11:53	12:08	12:15	12:26
		—	—	—	—	—	—	12:11	12:26	12:33	12:44
	PM	—	—	—	—	—	—	12:31	12:46	12:53	1:04
		—	—	—	—	—	—	12:51	1:06	1:13	1:24
1W		12:41	12:46	1:01	1:07	1:13	1:22	1:11	1:26	1:33	1:44
		—	—	—	—	—	—	1:31	1:46	1:53	2:04
1W		11:41	1:46	2:01	2:07	2:13	2:22	1:51	2:06	2:13	2:24
		—	—	—	—	—	—	2:11	2:26	2:33	2:44
1W		1:41	1:46	2:01	2:07	2:13	2:22	2:31	2:46	2:53	3:04
		—	—	—	—	—	—	2:51	3:06	3:13	3:24
1W		2:41	2:46	3:01	3:07	3:13	3:22	3:11	3:26	3:33	3:44
		—	—	—	—	—	—	3:31	3:46	3:53	4:04
		—	—	—	—	—	—	3:51	4:06	4:13	4:24
1W		3:41	3:46	4:01	4:07	4:13	4:22	4:11	4:26	4:33	4:44
		—	—	—	—	—	—	4:31	4:46	4:53	5:04
		—	—	—	—	—	—	4:51	5:06	5:13	5:24
1W		4:53	4:58	5:13	5:19	5:25	5:34	5:11	5:26	5:33	5:44
		—	—	—	—	—	—	5:43	5:58	6:05	6:16
1W		5:58	6:03	6:18	6:24	6:30	6:39	6:18	6:33	6:40	6:51
		—	—	—	—	—	—	6:48	7:03	7:10	7:21
1W		6:40	6:45	7:00	7:06	7:12	7:21	7:08	7:23	7:30	7:41
		—	—	—	—	—	—	7:28	7:43	7:50	8:01
		—	—	—	—	—	—	8:03	8:18	8:25	8:36
		—	—	—	—	—	—	8:43	8:58	9:04	9:13
		—	—	—	—	—	—	9:31	9:46	9:52	10:01



7 Easy Steps to Faster Boarding

1. Check the route number and final destination.
2. Check the route map for your desired stop.
3. Check the arrival time of the next bus.
4. To speed boarding, have your MetroCard or exact coin fare ready.
5. Transfers are issued only at the time of fare payment.
6. Children under 5 ride free when accompanied by a fare-paying adult.
7. Check the route number on the sign above the windshield before boarding.



Enjoy Your Ride on the Bee-Line System!

For more information visit us online at
www.westchestergov.com/beelinebus
or call **(914) 813-7777**

Bee-Line Cash and MetroCard Fares

Effective April 21, 2019

Cash Fares (Coins Only)

One Ride	$2.75
Paper Transfer to Bee-Line & NYC Buses	FREE
Senior/Disabled Reduced Fare One Ride	$1.35
Senior/Disabled Paper Transfer to Bee-Line & NYC Buses	FREE
BXM4C One Ride	$7.50
BXM4C Senior/Disabled Reduced Fare (Off-Peak Only)	$3.75

Pay-Per-Ride MetroCard Fares

(Includes One Transfer to Bee-Line Buses, NYC Buses & Subways)

One Ride with Transfer	$2.75
Senior/Disabled Reduced Fare One Ride with Transfer	$1.35
Unlimited Ride 30-Day MetroCard Fare	$127.00
Unlimited Ride 7-Day MetroCard Fare	$33.00

Transfers

(1) Paper transfers will be accepted on all local routes, except the same route initially boarded. Paper transfers must be obtained at the time of initial boarding.

(2) Pay-Per-Ride MetroCards will be accepted on all Bee-Line routes, except the same route initially boarded, NYC local buses and subways with no additional fare charged to the card, within two hours of the initial boarding.

Senior/Disabled Reduced Fares

Reduced fares are available to riders at least 65 years of age, certified disabled persons and valid Medicare card holders with proper photo identification.

MetroCard reduced fares are available only to holders of a personalized Reduced-Fare MetroCard.
For more information call (718) 330-1234 or go to www.mta.info/metrocard.

Customer Service

www.westchestergov.com/beeline
24-Hour Automated Schedule Information (914) 813-7777
Representatives are available 8 a.m. to 4 p.m. weekdays
Lost & Found (914) 376-6361
Large print timetables are available upon request.
Hard of hearing individuals can use the New York State 711 Relay Service
Fares, schedule and equipment are subject to change



TAKE CLASSES IN YONKERS OR VALHALLA!

The Westchester Community College Yonkers Extension Center, conveniently located in the heart of the Cross County Shopping Center, offers more than 100 classes, including English as a Second Language as well as academic support, counseling, student activities, and more. Our main campus in Valhalla is easily accessible by Bee-Line bus, and offers more than 60 programs of study.

YONKERS EXTENSION CENTER
914-606-7100 • sunywcc.edu/yonkers

VALHALLA MAIN CAMPUS
914-606-6600 • sunywcc.edu

Westchester Community College
State University of New York

the bee-line system

Effective September 2, 2019

1 LOCAL Mercy College

1W LOCAL White Plains

1T LOCAL Tarrytown

1C LOCAL Westchester Community College and Westchester Medical Center

1X EXPRESS

Get Real-time Bee-Line info through
GOOGLE MAPS



Westchester gov.com
www.westchestergov.com/beelinebus

Save Time and Money Buy a MetroCard

MetroCard Choices
What's best for you?



Unlimited Ride or **Pay-per-Ride**

Unlimited Ride MetroCard:
Available for 7 or 30 days

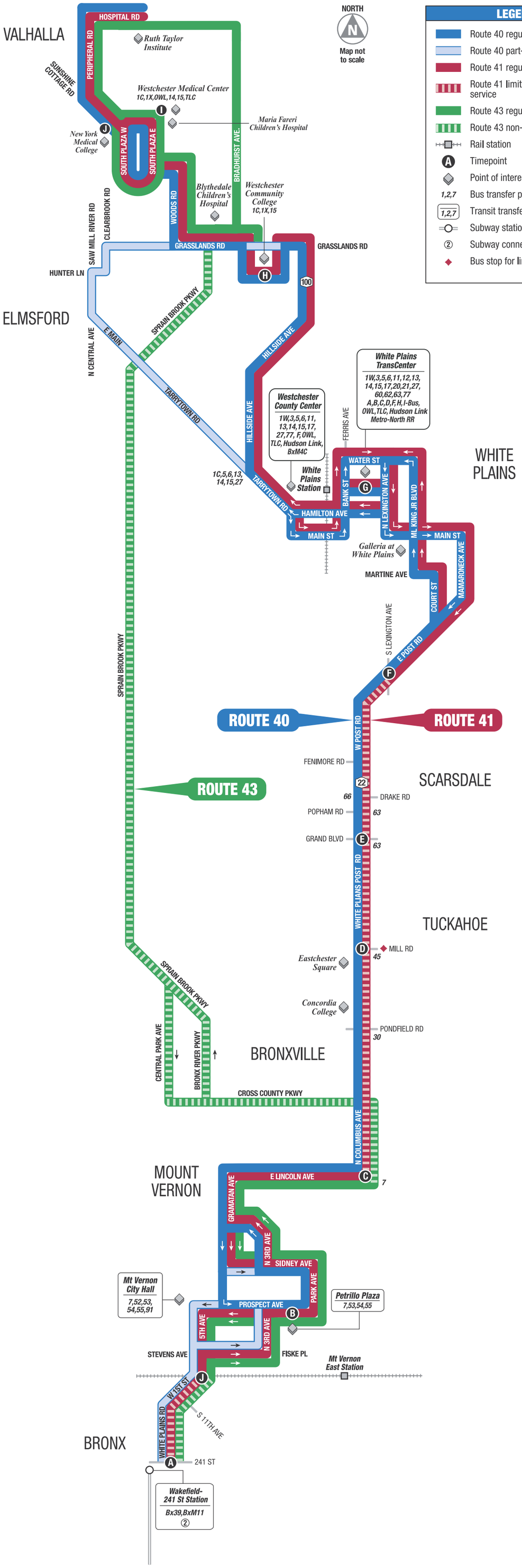
- The more you ride, the less each ride costs.
- All bus and subway transfers included.
- Can only be used by one person at a time.
- Cannot be used again in the same direction on the same bus route or at the same subway station for 18 minutes.

Pay-Per-Ride MetroCard:

- Free bus-to-bus, bus-to-subway, or subway-to-bus transfer within 2 hours of paying fare (some exceptions apply).
- Refill as often as you like until card expires (cards usually expire in one year).
- Can be used to pay for up to 4 people at a time.

For more information on MetroCard, visit us online at
www.westchestergov.com/beelinebus
or call Bee-Line Customer Service at
(914) 813-7777

ROUTE 40: Local | ROUTE 41: Limited | ROUTE 43: Express



ROUTES 40, 41, AND 43: THE BRONX TO WHITE PLAINS AND VALHALLA / MONDAY – FRIDAY

	Ⓐ White Plains Rd at E 241st St (Subway Station)	Ⓑ E Prospect Ave and Park Ave (Petrillo Plaza)	Ⓒ N Columbus Ave at E Lincoln Ave	Ⓓ White Plains Post Rd at Mill Rd	Ⓔ White Plains Post Rd at Grand Blvd	Ⓕ W Post Rd at S Lexington Ave	Ⓖ White Plains TransCenter (Lane E)	Ⓗ Westchester Community College	Ⓘ Westchester Medical Center*
ROUTE	BRONX	MOUNT VERNON		EASTCHESTER	SCARSDALE	WHITE PLAINS		VALHALLA	
40	AM —	5:10	5:17	5:27	5:33	5:44	5:52	—	—
40	—	5:35	5:42	5:52	5:58	6:08	6:16	6:33	6:38
40	—	5:50	5:57	6:07	6:13	6:23	6:31	6:48	6:53
③ 43	6:00	6:07	6:15	—	—	—	—	6:50	6:40
40	—	6:10	6:17	6:27	6:33	6:43	6:51	—	—
40	—	6:25	6:32	6:42	6:48	6:58	7:08	7:26	7:31
40	—	6:40	6:47	6:57	7:03	7:13	7:21	—	—
41	—	6:50	6:59	7:08	—	7:22	7:30	7:50	7:56
40	—	7:00	7:09	7:20	7:29	7:44	7:54	8:12	8:18
41	6:58	7:05	7:14	7:23	—	7:38	7:46	—	—
③ 43	7:00	7:09	7:20	—	—	—	—	7:55	7:45
41	7:11	7:19	7:32	7:43	—	7:59	8:08	8:26	8:32
40	—	7:20	7:31	7:44	7:53	8:08	8:16	—	—
41	7:23	7:31	7:42	7:53	—	8:09	8:18	8:35	8:40
41	7:33	7:41	7:52	8:03	—	8:22	8:31	8:48	8:53
40	—	7:42	7:53	8:06	8:15	8:30	8:40	8:59	9:05
41	7:43	7:51	8:02	8:13	—	8:32	8:41	8:58	9:03
③ 43	8:00	8:08	8:18	—	—	—	—	8:52	8:42
40	—	8:00	8:11	8:24	8:33	8:48	8:58	9:17	9:23
41	8:01	8:11	8:22	8:33	—	8:51	8:59	—	—
40	—	8:12	8:23	8:36	8:45	9:00	9:10	9:28	9:33
40	—	8:24	8:35	8:48	8:57	9:10	9:20	9:38	—
40	—	8:36	8:45	8:58	9:06	9:18	9:27	9:45	9:50
40	—	8:48	8:57	9:08	9:15	9:26	9:35	9:52	—
40	—	9:00	9:08	9:19	9:26	9:37	9:46	10:03	10:08
40	—	9:15	9:23	9:34	9:41	9:52	10:00	—	—
40	—	9:30	9:38	9:49	9:56	10:07	10:16	10:34	10:41
40	—	9:45	9:53	10:04	10:11	10:22	10:30	—	—
40	—	10:00	10:08	10:19	10:26	10:37	10:47	11:05	11:12
40	—	10:20	10:28	10:39	10:46	10:57	11:07	11:25	11:32
40	—	10:50	10:58	11:09	11:16	11:27	11:37	11:55	**12:02**
40	—	11:20	11:28	11:39	11:46	11:57	**12:07**	**12:25**	**12:32**
40	—	11:50	11:58	**12:09**	**12:16**	**12:27**	**12:37**	**12:55**	**1:02**
40	PM —	**12:20**	**12:28**	**12:39**	**12:46**	**12:57**	**1:07**	**1:25**	**1:32**
40	—	**12:50**	**12:57**	**1:07**	**1:16**	**1:29**	**1:39**	**1:57**	**2:03**
40	—	**1:20**	**1:28**	**1:39**	**1:48**	**2:01**	**2:11**	**2:29**	**2:34**
40	—	**1:50**	**1:59**	**2:11**	**2:20**	**2:33**	**2:43**	**3:01**	**3:06**
40	—	**2:20**	**2:29**	**2:41**	**2:50**	**3:03**	**3:13**	**3:31**	**3:36**
40	—	**2:50**	**2:59**	**3:11**	**3:20**	**3:33**	**3:43**	**4:01**	**4:06**
40	—	**3:05**	**3:13**	**3:24**	**3:33**	**3:46**	**3:55**	—	—
40	—	**3:20**	**3:29**	**3:41**	**3:49**	**4:01**	**4:10**	**4:30**	**4:35**
40	—	**3:35**	**3:44**	**3:56**	**4:04**	**4:16**	**4:25**	—	—
40	—	**3:50**	**3:59**	**4:11**	**4:19**	**4:31**	**4:40**	**4:59**	**5:04**
40	—	**4:05**	**4:13**	**4:24**	**4:31**	**4:42**	**4:50**	—	—
40	—	**4:20**	**4:28**	**4:39**	**4:47**	**4:58**	**5:06**	**5:25**	**5:30**
40	—	**4:35**	**4:43**	**4:54**	**5:02**	**5:13**	**5:21**	—	—
40	—	**4:50**	**4:58**	**5:09**	**5:17**	**5:28**	**5:36**	**5:55**	**6:00**
40	—	**5:05**	**5:13**	**5:24**	**5:32**	**5:43**	**5:51**	—	—
40	**5:15**	**5:24**	**5:32**	**5:43**	**5:51**	**6:02**	**6:10**	**6:26**	**6:31**
40	**5:45**	**5:54**	**6:02**	**6:13**	**6:21**	**6:32**	**6:40**	**6:56**	**7:01**
40	**6:15**	**6:24**	**6:32**	**6:41**	**6:47**	**6:57**	**7:05**	**7:21**	**7:26**
40	**6:50**	**6:59**	**7:07**	**7:16**	**7:22**	**7:32**	**7:40**	**7:56**	**8:01**
40	—	**8:05**	**8:12**	**8:21**	**8:27**	**8:37**	**8:45**	**9:01**	**9:06**
40	—	—	—	—	—	—	**9:30**	**9:46**	**9:51**
40	—	**9:30**	**9:37**	**9:46**	**9:52**	**10:02**	**10:10**	**10:26**	**10:31**

* Trips end at Ruth Taylor Institute approximately 3 minutes later. ③ This trip serves Westchester Medical Center first then proceeds to Westchester Community College.

ROUTES 40, 41, AND 43: VALHALLA AND WHITE PLAINS TO THE BRONX / MONDAY – FRIDAY

	Ⓙ Westchester Medical Center*	Ⓗ Westchester Community College	Ⓖ White Plains TransCenter (Lane C)	Ⓕ W Post Rd at S Lexington Ave	Ⓔ White Plains Post Rd at Grand Blvd	Ⓓ White Plains Post Rd at Mill Rd	Ⓒ N Columbus Ave at E Lincoln Ave	Ⓑ E Prospect Ave and Park Ave (Petrillo Plaza)	Ⓐ White Plains Rd at E 241st St (Subway Station)
ROUTE	VALHALLA		WHITE PLAINS		SCARSDALE	EASTCHESTER	MOUNT VERNON		BRONX
40	AM —	—	6:00	6:10	6:17	6:25	6:33	6:41	6:47
40	—	—	6:30	6:40	6:47	6:55	7:03	7:10	7:15
40	6:30	6:40	6:57	7:07	7:18	7:26	7:36	7:43	7:50
40	7:10	7:20	7:38	7:50	8:01	8:10	8:21	8:29	—
40	7:50	—	8:16	8:27	8:38	8:47	8:58	9:06	—
40	8:20	8:30	8:49	9:00	9:11	9:20	9:31	9:39	—
40	8:50	9:00	9:19	9:29	9:40	9:49	9:59	10:07	—
40	9:23	9:33	9:52	10:02	10:13	10:22	10:32	10:40	—
40	9:50	10:00	10:19	10:29	10:40	10:49	10:59	11:07	—
40	10:20	10:30	10:47	10:56	11:07	11:15	11:25	11:32	—
① 40	—	10:58	11:15	—	—	—	—	—	—
40	10:50	11:00	11:17	11:26	11:37	11:45	11:55	**12:02**	—
40	11:20	11:30	11:49	**12:00**	**12:11**	**12:20**	**12:30**	**12:37**	—
① 40	—	11:58	**12:17**	—	—	—	—	—	—
40	11:50	**12:00**	**12:19**	**12:30**	**12:41**	**12:50**	**1:00**	**1:07**	—
40	PM **12:20**	**12:30**	**12:50**	**1:02**	**1:13**	**1:22**	**1:32**	**1:40**	—
① 40	—	**1:00**	**1:20**	—	—	—	—	—	—
40	**12:50**	**1:02**	**1:25**	**1:37**	**1:48**	**1:57**	**2:07**	**2:15**	—
40	—	**1:15**	**1:35**	**1:47**	**1:58**	**2:07**	**2:17**	**2:25**	—
40	**1:20**	**1:30**	**1:50**	**2:02**	**2:13**	**2:22**	**2:32**	**2:40**	—
① 40	—	**1:58**	**2:17**	—	—	—	—	—	
40	—	**2:00**	**2:20**	**2:32**	**2:43**	**2:52**	**3:02**	**3:10**	—
40	**1:55**	**2:05**	**2:25**	**2:37**	**2:48**	**2:57**	**3:07**	**3:15**	—
40	—	**2:20**	**2:38**	**2:50**	**3:01**	**3:10**	**3:20**	**3:30**	—
40	**2:25**	**2:35**	**2:56**	**3:08**	**3:19**	**3:29**	**3:40**	**3:50**	—
③ 43	**3:10**	**3:00**	—	—	—	—	**3:40**	**3:49**	**3:58**
40	—	—	**3:10**	**3:22**	**3:32**	**3:42**	**3:53**	**4:05**	—
41	—	**3:00**	**3:20**	**3:33**	—	**3:49**	**3:59**	**4:07**	—
40	**2:55**	**3:05**	**3:25**	**3:36**	**3:46**	**3:56**	**4:05**	**4:18**	—
40	—	**3:20**	**3:40**	**3:51**	**4:01**	**4:11**	**4:21**	**4:34**	—
40	**3:25**	**3:35**	**3:55**	**4:06**	**4:16**	**4:24**	**4:34**	**4:47**	—
41	—	—	**4:05**	**4:18**	—	**4:33**	**4:43**	**4:51**	**4:59**
40	**3:45**	**3:55**	**4:15**	**4:26**	**4:38**	**4:48**	**5:00**	**5:10**	—
41	**3:55**	**4:05**	**4:25**	**4:38**	—	**4:53**	**5:03**	**5:13**	**5:22**
40	**4:05**	**4:15**	**4:35**	**4:46**	**4:56**	**5:08**	**5:20**	**5:30**	—
③ 43	**4:10**	**4:00**	—	—	—	—	**4:40**	**4:49**	**4:58**
41	—	**4:25**	**4:45**	**4:58**	—	**5:11**	**5:23**	**5:33**	**5:42**
40	**4:25**	**4:35**	**4:56**	**5:09**	**5:22**	**5:32**	**5:44**	**5:54**	**6:02**
41	—	—	**5:05**	**5:19**	—	**5:36**	**5:46**	**5:56**	**6:05**
40	—	—	**5:15**	**5:28**	**5:40**	**5:50**	**6:02**	**6:11**	—
41	**4:55**	**5:05**	**5:26**	**5:40**	—	**5:56**	**6:06**	**6:16**	**6:25**
③ 43	**5:10**	**5:00**	—	—	—	—	**5:40**	**5:49**	**5:58**
40	—	—	**5:35**	**5:48**	**6:00**	**6:10**	**6:21**	**6:31**	—
40	**5:25**	**5:35**	**5:53**	**6:06**	**6:17**	**6:27**	**6:38**	**6:46**	**6:53**
40	—	—	**6:00**	**6:13**	**6:24**	**6:34**	**6:44**	**6:51**	—
40	**5:50**	**6:00**	**6:18**	**6:30**	**6:41**	**6:51**	**7:01**	**7:08**	—
40	**6:20**	**6:30**	**6:48**	**7:00**	**7:11**	**7:21**	**7:31**	**7:38**	—
40	**6:50**	**7:00**	**7:19**	**7:29**	**7:38**	**7:45**	**7:55**	**8:01**	—
40	**7:15**	**7:25**	**7:44**	**7:54**	**8:03**	**8:10**	**8:20**	**8:26**	—
40	**7:50**	**8:00**	**8:17**	**8:27**	**8:36**	**8:43**	**8:52**	**8:58**	—
40	**8:15**	**8:25**	**8:42**	**8:52**	**9:01**	**9:08**	**9:17**	**9:23**	—
40	**8:50**	**9:00**	**9:17**	**9:27**	**9:36**	**9:43**	**9:52**	**9:58**	—
40	**9:45**	**9:54**	**10:11**	**10:21**	**10:29**	**10:36**	**10:44**	**10:50**	—
② 40	**10:45**	**10:54**	**11:18**	**11:28**	**11:36**	**11:43**	**11:51**	**11:57**	12:03
② 40	**11:10**	—	**11:30**	**11:37**	**11:45**	**11:51**	**11:59**	12:04	—

① Operates during the school year only.

② This trip operates via Elmsford.

③ This trip serves Westchester Community College first then proceeds to Westchester Medical Center.

* Trips begin at Ruth Taylor Institute approximately 3 minutes earlier.

ROUTE 40: MOUNT VERNON AND WHITE PLAINS TO VALHALLA / SUNDAY

	Ⓑ E Prospect Ave and Park Ave (Petrillo Plaza)	Ⓒ N Columbus Ave at E Lincoln Ave	Ⓓ White Plains Post Rd at Mill Rd	Ⓔ White Plains Post Rd at Grand Blvd	Ⓕ W Post Rd at S Lexington Ave	Ⓖ White Plains TransCenter (Lane E)	Ⓘ Westchester Medical Center*
	MOUNT VERNON	EASTCHESTER	SCARSDALE	WHITE PLAINS		VALHALLA	
AM	5:45	5:50	6:00	6:07	6:16	6:23	6:44
	6:50	6:55	7:05	7:12	7:21	7:28	7:49
	8:45	8:50	9:00	9:07	9:16	9:23	9:44
	9:17	9:22	9:32	9:39	9:48	9:55	10:16
	10:00	10:05	10:15	10:22	10:31	10:38	—
	10:30	10:37	10:47	10:54	11:05	11:12	11:33
	11:00	11:07	11:17	11:24	11:35	11:42	—
	11:30	11:37	11:47	11:54	**12:05**	**12:12**	**12:33**
PM	**12:00**	**12:07**	**12:17**	**12:24**	**12:35**	**12:42**	—
	12:30	**12:37**	**12:47**	**12:54**	**1:05**	**1:12**	**1:33**
	1:00	**1:07**	**1:17**	**1:24**	**1:35**	**1:42**	—
	1:30	**1:37**	**1:47**	**1:54**	**2:05**	**2:12**	**2:33**
	2:00	**2:07**	**2:17**	**2:24**	**2:35**	**2:42**	—
	2:30	**2:37**	**2:47**	**2:54**	**3:05**	**3:12**	**3:33**
	3:00	**3:07**	**3:17**	**3:24**	**3:35**	**3:42**	—
	3:30	**3:37**	**3:47**	**3:54**	**4:05**	**4:12**	**4:33**
	4:00	**4:07**	**4:17**	**4:24**	**4:35**	**4:42**	—
	4:30	**4:37**	**4:47**	**4:54**	**5:05**	**5:12**	**5:33**
	5:00	**5:07**	**5:17**	**5:24**	**5:35**	**5:42**	—
	5:55	**6:02**	**6:12**	**6:19**	**6:30**	**6:37**	**6:58**
	7:00	**7:07**	**7:17**	**7:24**	**7:35**	**7:42**	**8:03**

* Trips end at Ruth Taylor Institute approximately 3 minutes later.

ROUTE 40: VALHALLA TO WHITE PLAINS AND MOUNT VERNON / SUNDAY

	Ⓙ Westchester Medical Center*	Ⓖ White Plains TransCenter (Lane C)	Ⓕ W Post Rd at S Lexington Ave	Ⓔ White Plains Post Rd at Grand Blvd	Ⓓ White Plains Post Rd at Mill Rd	Ⓒ N Columbus Ave at E Lincoln Ave	Ⓑ E Prospect Ave and Park Ave (Petrillo Plaza)
	VALHALLA	WHITE PLAINS		SCARSDALE	EASTCHESTER	MOUNT VERNON	
AM	8:02	8:25	—	—	—	—	—
	—	9:45	9:55	10:02	10:10	10:18	10:25
	10:32	10:55	11:05	11:12	11:20	11:28	11:35
	—	11:50	**12:01**	**12:10**	**12:18**	**12:28**	**12:35**
	11:57	**12:20**	**12:31**	**12:40**	**12:48**	**12:58**	**1:05**
PM	**12:57**	**12:50**	**1:01**	**1:10**	**1:18**	**1:28**	**1:35**
	1:27	**1:20**	**1:31**	**1:40**	**1:48**	**1:58**	**2:05**
	—	**1:50**	**2:01**	**2:10**	**2:18**	**2:28**	**2:35**
	1:57	**2:20**	**2:31**	**2:40**	**2:48**	**2:58**	**3:05**
	2:57	**2:50**	**3:01**	**3:10**	**3:18**	**3:28**	**3:35**
	—	**3:20**	**3:31**	**3:40**	**3:48**	**3:58**	**4:05**
	3:57	**3:50**	**4:01**	**4:10**	**4:18**	**4:28**	**4:35**
	—	**4:20**	**4:31**	**4:40**	**4:48**	**4:58**	**5:05**
	4:57	**4:50**	**5:01**	**5:10**	**5:18**	**5:28**	**5:35**
	—	**5:20**	**5:31**	**5:40**	**5:48**	**5:58**	**6:05**
	5:57	**5:50**	**6:01**	**6:10**	**6:18**	**6:26**	**6:33**
	6:20	**6:20**	**6:30**	**6:37**	**6:45**	**6:53**	**7:00**
	7:17	**7:40**	**7:50**	**7:57**	**8:05**	**8:13**	**8:20**
	8:22	**8:45**	**8:55**	**9:02**	**9:10**	**9:18**	**9:25**

* Trips begin at Ruth Taylor Institute approximately 3 minutes earlier.

ROUTE 40: MOUNT VERNON AND WHITE PLAINS TO VALHALLA / SATURDAY

	Ⓑ E Prospect Ave and Park Ave (Petrillo Plaza)	Ⓒ N Columbus Ave at E Lincoln Ave	Ⓓ White Plains Post Rd at Mill Rd	Ⓔ White Plains Post Rd at Grand Blvd	Ⓕ W Post Rd at S Lexington Ave	Ⓖ White Plains TransCenter (Lane E)	Ⓗ Westchester Community College	Ⓘ Westchester Medical Center*
	MOUNT VERNON	EASTCHESTER	SCARSDALE	WHITE PLAINS		VALHALLA		
AM	5:40	5:47	5:57	6:04	6:15	6:22	—	6:37
	6:30	6:37	6:47	6:54	7:15	7:22	7:27	7:33
	7:00	7:07	7:17	7:24	7:35	7:42	7:57	8:03
	7:25	7:32	7:42	7:50	8:03	8:10	8:25	8:31
	7:40	7:47	7:57	8:05	8:18	8:25	—	—
	7:55	8:02	8:12	8:20	8:33	8:40	8:55	9:01
	8:15	8:22	8:32	8:40	8:53	9:00	—	—
	8:30	8:37	8:47	8:55	9:08	9:15	9:30	9:36
	9:00	9:07	9:17	9:25	9:38	9:45	10:00	10:06
	9:30	9:37	9:47	9:55	10:08	10:15	10:30	10:36
	10:00	10:07	10:17	10:25	10:38	10:45	11:00	11:06
	10:30	10:37	10:47	10:55	11:08	11:15	11:30	11:36
	11:00	11:07	11:17	11:25	11:38	11:45	**12:00**	**12:06**
	11:35	11:42	11:52	**12:01**	**12:14**	**12:21**	**12:36**	**12:42**
PM	**12:00**	**12:07**	**12:17**	**12:26**	**12:39**	**12:46**	**1:01**	**1:07**
	12:30	**12:37**	**12:47**	**12:56**	**1:09**	**1:16**	**1:31**	**1:37**
	1:00	**1:07**	**1:17**	**1:26**	**1:39**	**1:46**	**2:01**	**2:07**
	2:00	**2:07**	**2:17**	**2:26**	**2:39**	**2:46**	**3:01**	**3:07**
	2:25	**2:32**	**2:42**	**2:50**	**3:03**	**3:10**	**3:25**	**3:31**
	2:55	**3:02**	**3:12**	**3:20**	**3:33**	**3:40**	**3:55**	**4:01**
	3:25	**3:32**	**3:42**	**3:50**	**4:03**	**4:10**	**4:25**	**4:31**
	3:55	**4:02**	**4:12**	**4:20**	**4:33**	**4:40**	**4:55**	**5:01**
	4:30	**4:37**	**4:47**	**4:55**	**5:08**	**5:15**	**5:30**	**5:36**
	5:00	**5:07**	**5:17**	**5:25**	**5:38**	**5:45**	**6:00**	**6:06**
	5:30	**5:37**	**5:47**	**5:55**	**6:08**	**6:15**	**6:30**	**6:36**
	6:00	**6:07**	**6:17**	**6:25**	**6:38**	**6:45**	**7:00**	**7:06**
	7:00	**7:05**	**7:15**	**7:22**	**7:33**	**7:40**	**7:55**	**8:01**
③	**8:00**	**8:05**	**8:15**	**8:22**	**8:33**	**8:40**	—	**9:02**

③ This trip operates via Elmsford.
* Trips end at Ruth Taylor Institute approximately 3 minutes later.

ROUTE 40: VALHALLA TO WHITE PLAINS AND MOUNT VERNON/ SATURDAY

	Ⓙ Westchester Medical Center	Ⓗ Westchester Community College	Ⓖ White Plains TransCenter (Lane C)	Ⓕ W Post Rd at S Lexington Ave	Ⓔ White Plains Post Rd at Grand Blvd	Ⓓ White Plains Post Rd at Mill Rd	Ⓒ N Columbus Ave at E Lincoln Ave	Ⓑ E Prospect Ave and Park Ave (Petrillo Plaza)
	VALHALLA		WHITE PLAINS		SCARSDALE	EASTCHESTER	MOUNT VERNON	
AM	6:50	7:00	7:15	7:26	7:35	7:42	7:50	7:57
	7:50	8:00	8:15	8:26	8:35	8:42	8:50	8:57
	8:50	9:00	9:15	9:27	9:38	9:45	9:53	10:00
	9:20	9:30	9:45	9:57	10:08	10:15	10:23	10:30
	9:55	10:05	10:20	10:32	10:43	10:50	10:58	11:05
	10:25	10:35	10:50	11:02	11:13	11:20	11:28	11:35
	10:55	11:05	11:20	11:32	11:43	11:50	11:58	**12:05**
	11:25	11:35	11:50	12:02	**12:13**	**12:20**	**12:28**	**12:35**
PM	11:55	**12:05**	**12:20**	**12:32**	**12:46**	**12:53**	**1:01**	**1:08**
	12:25	**12:35**	**12:50**	**1:02**	**1:16**	**1:23**	**1:31**	**1:38**
	1:00	**1:10**	**1:25**	**1:37**	**1:48**	**1:55**	**2:06**	**2:13**
	1:55	**1:35**	**1:50**	**2:02**	**2:13**	**2:20**	**2:31**	**2:38**
	2:25	**2:05**	**2:20**	**2:32**	**2:43**	**2:50**	**3:01**	**3:08**
	2:55	**2:35**	**2:50**	**3:02**	**3:13**	**3:20**	**3:31**	**3:38**
	3:25	**3:05**	**3:20**	**3:32**	**3:43**	**3:50**	**4:01**	**4:08**
	3:50	**3:35**	**3:50**	**4:02**	**4:13**	**4:20**	**4:31**	**4:38**
	4:20	**4:00**	**4:15**	**4:27**	**4:38**	**4:45**	**4:56**	**5:03**
	4:50	**4:30**	**4:45**	**4:57**	**5:08**	**5:15**	**5:26**	**5:33**
	5:20	**5:00**	**5:15**	**5:27**	**5:38**	**5:45**	**5:56**	**6:03**
	5:55	**5:30**	**5:45**	**5:57**	**6:08**	**6:15**	**6:26**	**6:33**
	6:25	**6:05**	**6:20**	**6:32**	**6:43**	**6:50**	**7:01**	**7:08**
	6:55	**6:35**	**6:50**	**7:00**	**7:07**	**7:12**	**7:23**	**7:30**
	7:25	**7:05**	**7:20**	**7:30**	**7:37**	**7:42**	**7:53**	**8:00**
	7:25	**7:35**	**7:50**	**8:00**	**8:07**	**8:12**	**8:23**	**8:30**
③	**8:20**	**8:30**	**8:45**	**8:55**	**9:02**	**9:07**	**9:18**	**9:25**
	9:20	—	**9:50**	**10:00**	**10:07**	**10:12**	**10:23**	**10:30**
	9:46	—	**10:10**	**10:20**	**10:27**	**10:32**	**10:43**	**10:50**

③ This trip operates via Elmsford.
* Trips begin at Ruth Taylor Institute approximately 3 minutes earlier.

INSTRUCTIONS

The bus passes this location at listed times. Look for the column of times below the matching symbol in the schedule.

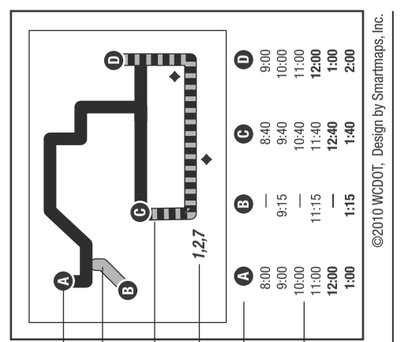
Only certain trips operate along this portion of the route. See the schedule for trips that operate here.

The bus operates express along the route. No stops are made unless indicated by the F symbol.

Transfer point. Shows where this bus intersects with other bus routes.

The bus stops at the times listed below the symbol. Light times are A.M.; **bold** times are **P.M.**

The timetable shows when the bus is scheduled to depart. Actual departure times may vary and depend upon traffic and weather conditions. Arrive at the bus stop about 5 minutes early to avoid missing the bus.



A	B	C	D
8:00	—	8:40	9:00
9:00	9:15	9:40	10:00
10:00	—	10:40	11:00
11:00	11:15	11:40	**12:00**
12:00	—	**12:40**	**1:00**
1:00	**1:15**	**1:40**	**2:00**

©2010 WCDOT. Design by Smartmaps, Inc.

BEE-LINE HOLIDAY SCHEDULE

HOLIDAY	SCHEDULE IN EFFECT
New Years Day	Sunday
Martin Luther King, Jr. Day	Saturday
Presidents' Day	Saturday
Memorial Day	Sunday
Independence Day	Sunday
Labor Day	Sunday
Columbus Day	Weekday
Election Day	Weekday
Veterans Day	Weekday
Thanksgiving Day	No Service
Christmas Day	No Service

Save Time and Money Buy a MetroCard

MetroCard Choices
What's best for you?



Unlimited Ride or **Pay-per-Ride**

Unlimited Ride MetroCard:
Available for 7 or 30 days

- The more you ride, the less each ride costs.
- All bus and subway transfers included.
- Can only be used by one person at a time.
- Cannot be used again in the same direction on the same bus route or at the same subway station for 18 minutes.

Pay-Per-Ride MetroCard:

- Free bus-to-bus, bus-to-subway, or subway-to-bus transfer within 2 hours of paying fare (some exceptions apply).
- Refill as often as you like until card expires (cards usually expire in one year).
- Can be used to pay for up to 4 people at a time.

For more information on MetroCard, visit us online at **www.westchestergov.com/beelinebus** or call Bee-Line Customer Service at **(914) 813-7777**

Bee-Line Cash and MetroCard Fares

Effective April 21, 2019

Cash Fares (Coins Only)

One Ride	$2.75
Paper Transfer to Bee-Line & NYC Buses	FREE
Senior/Disabled Reduced Fare One Ride	$1.35
Senior/Disabled Paper Transfer to Bee-Line & NYC Buses	FREE
BXM4C One Ride	$7.50
BXM4C Senior/Disabled Reduced Fare (Off-Peak Only)	$3.75

Pay-Per-Ride MetroCard Fares
(Includes One Transfer to Bee-Line Buses, NYC Buses & Subways)

One Ride with Transfer	$2.75
Senior/Disabled Reduced Fare One Ride with Transfer	$1.35
Unlimited Ride 30-Day MetroCard Fare	$127.00
Unlimited Ride 7-Day MetroCard Fare	$33.00

Transfers

(1) Paper transfers will be accepted on all local routes, except the same route initially boarded. Paper transfers must be obtained at the time of initial boarding.

(2) Pay-Per-Ride MetroCards will be accepted on all Bee-Line routes, except the same route initially boarded, NYC local buses and subways with no additional fare charged to the card, within two hours of the initial boarding.

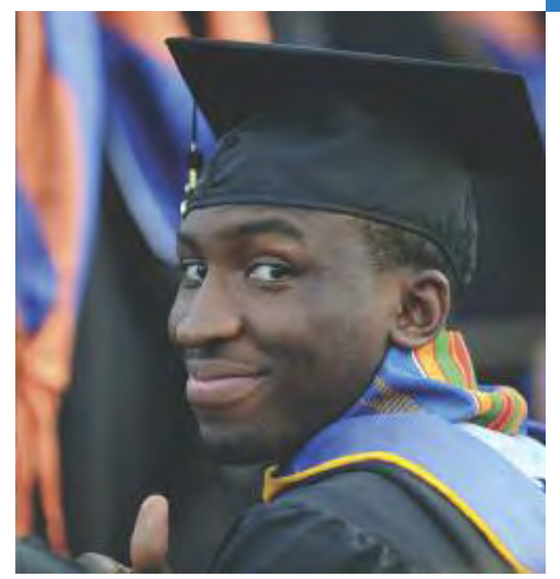
Senior/Disabled Reduced Fares

Reduced fares are available to riders at least 65 years of age, certified disabled persons and valid Medicare card holders with proper photo identification.

MetroCard reduced fares are available only to holders of a personalized Reduced-Fare MetroCard. For more information call (718) 330-1234 or go to www.mta.info/metrocard.

Customer Service

www.westchestergov.com/beeline
24-Hour Automated Schedule Information (914) 813-7777
Representatives are available 8 a.m. to 4 p.m. weekdays
Lost & Found (914) 376-6361
Large print timetables are available upon request.
Hard of hearing individuals can use the New York State 711 Relay Service
Fares, schedule and equipment are subject to change



TAKE CLASSES IN MOUNT VERNON OR VALHALLA!

The Westchester Community College Mount Vernon Extension Center offers more than 75 classes, including English as a Second Language as well as a High School Equivalency program. Our main campus on Valhalla is easily accessible by BeeLine bus, and offers more than 60 programs of study.

VALHALLA MAIN CAMPUS
914-606-6600 ▪ sunywcc.edu

MOUNT VERNON EXTENTION CENTER
914-606-7200 ▪ sunywcc.edu/mountvernon

Westchester Community College
State University of New York

the bee-line system

Effective September 4, 2018

40 LOCAL
Mt. Vernon
White Plains
Westchester Med. Ctr.

41 LIMITED
Mt. Vernon
White Plains
Westchester Med. Ctr.

43 EXPRESS
The Bronx
Mt. Vernon
Westchester Med. Ctr.

Get Real-time Bee-Line info through
GOOGLE MAPS



Westchester gov.com
www.westchestergov.com/beelinebus

the bee-line system



7 Easy Steps to Faster Boarding

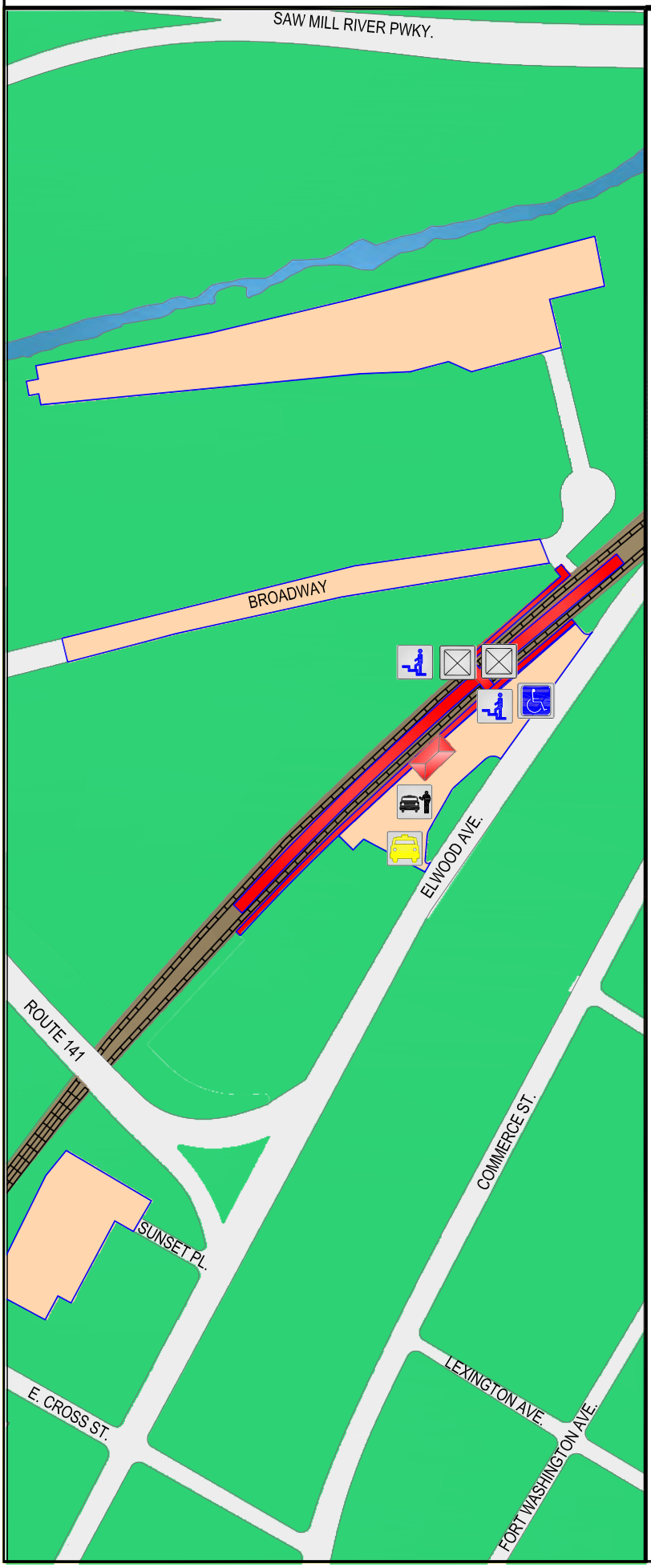
1. Check the route number and final destination.
2. Check the route map for your desired stop.
3. Check the arrival time of the next bus.
4. To speed boarding, have your MetroCard or exact coin fare ready.
5. Transfers are issued only at the time of fare payment.
6. Children under 5 ride free when accompanied by a fare-paying adult.
7. Check the route number on the sign above the windshield before boarding.

Enjoy Your Ride on the Bee-Line System!

For more information visit us online at **www.westchestergov.com/beelinebus** or call **(914) 813-7777**

HAWTHORNE STATION

Parking & Access Information



N

MAP LEGEND - STATION PARKING

- Municipality Parking
- Station Building & Platform
- ADA Parking
- Pedestrian Overpass
- Elevator
- Passenger Drop-Off
- Taxi Area

PARKING INFORMATION

Town of Mount Pleasant is the parking operator for this facility. For parking information call: 914-742-2312

MTA MNR STATION INFORMATION

Please Call : 511

HAWTHORNE

Location

389 Elwood Avenue
Hawthorne, NY 10532-2503
(28.2 miles to Grand Central Terminal)



Train Service

HARLEM LINE SCHEDULES

Metro-North Train Time™

Connecting Service

Operator: WCDOT Bee-Line Bus Tel.#: (914) 813- 7777

Route: 15

Schedule: transportation.westchestergov.com/bee-line

Fare: $2.75; Monthly: $59.75/mo.

Taxi Op: Tel:#: () -

Station Parking

Operator: Town of Mount Pleasant Commuter Capacity 312

Tel.#: (914) 742- 2312

Free Parking Policy: Contact Operator for Information

Daily Metered Information

Meter Type: Res. week pass No meters

Comments: None

Parking Station Area Map

Please Note: Parking information is subject to change, customers should contact the parking operator for the most accurate information.

Taxis

Hawthorne Taxi & Car Service: (914) 703-7999. Office is at the station. Newtown Taxi: (914) 747-0999.

Accessibility*

WHEELCHAIR ACCESS: Elevators are available to reach the platform. Access to elevators are located on the east side of the station on Elwood Avenue.
FEATURES FOR VISUALLY IMPAIRED: Tactile warning strips are present along platform edges.
NEAREST STATION WITH FULL ACCESS FOR PERSONS WITH MOBILITY, VISUAL AND HEARING IMPAIRMENTS: White Plains.

*FULL ACCESS stations comply with all requirements of the Americans with Disabilities Act and have accessibility features for persons with mobility, visual and hearing impairments. Accessibility at other stations is limited to the features listed.

Elevator Status (Elevator status is subject to change without notice.)

Elevator from the east-side parking lot to the overpass.	working	
Elevator from the overpass to the island platform (Tracks 2 & 1).	working	

Click here for elevator status at other stations.

Ticket Machines

There are two ticket machines at this station. Ticket machines are located in the overpass. Ticket machines accept cash, credit cards and debit cards.

Ticket Office Hours

There is no staffed ticket office at this station.

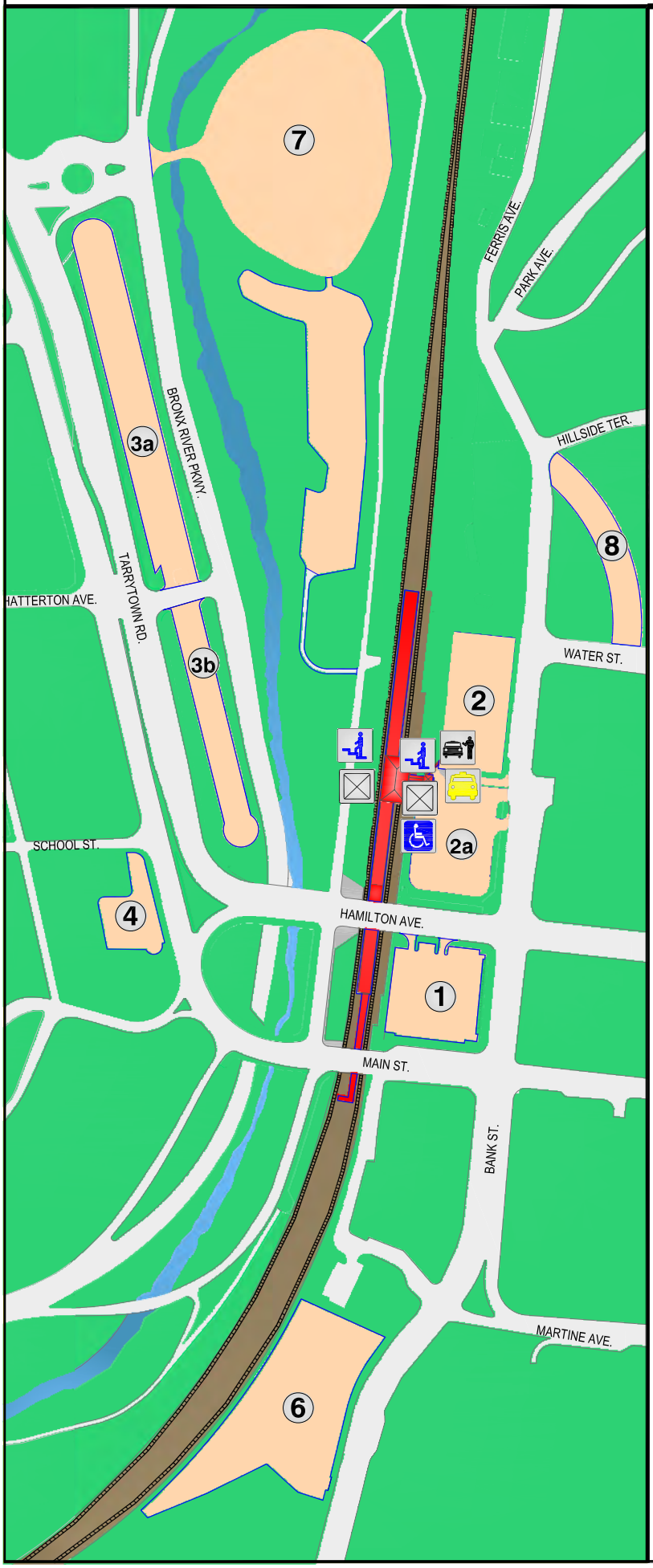
Get Driving Directions MAP

From the Bronx River Parkway Northbound Exit for Hawthorne (last exit before Saw Mill Parkway). At the end of the exit, bear left onto West Cross Street. At the light, turn right onto Broadway. After the railroad overpass, make a left onto Elwood Avenue. The station is on the left.

Station List

WHITE PLAINS STATION

Parking & Access Information



N

MAP LEGEND - STATION PARKING

- Municipal Parking
- Station Building and Platform
- ADA Parking
- Pedestrian Overpass
- Elevator
- Passenger Drop-Off
- Taxi Area

PARKING INFORMATION

1,2,2a, 4,6,8 — City of White Plains is the parking operator for this facility. For parking information call: 914-422-1232

3a,3b,7 — Westchester County Dept.of Parks and Recreation is the parking operator for this facility. For parking information call: 914-995-4050

MTA MNR STATION INFORMATION

Please Call : 511

WHITE PLAINS



Location

16 Ferris Avenue
White Plains, NY 10601
(22.3 miles to Grand Central Terminal)

Train Service

HARLEM LINE SCHEDULES

Metro-North Train Time™

Connecting Service

Operator: CT Transit Stamford Tel.#: (203) 327- 7433
Route: 971 / I-BUS
Schedule: www.cttransit.com
Fare: $3.20; UniTicket: $25.00/wk; $73/mo.
Taxi Op: Tel:#: () -

Operator: NYSDOT Tel.#: 844-822-8920
Route: Hudson Link
Schedule: www.ridehudsonlink.com
Fare: $2.75; UniTicket: $20wk; $60/mo
Taxi Op: Tel:#: () -

Operator: WCDOT Bee-Line Bus Tel.#: (914) 813- 7777
Route: WCDOT Shuttle - A, B, C, D, F, H
Schedule: transportation.westchestergov.com/bee-line
Fare: $2.75; One Way Fare: $40.25/Monthly for Shuttles
Taxi Op: Tel:#: () -

Operator: WCDOT Bee-Line Bus Tel.#: (914) 813- 7777
Route: 1W,1, 3, 5, 6, 11, 12, 13, 14, 15, 17, 20, 21, 27, 40, 41, 60, 62, 63, 77
Schedule: transportation.westchestergov.com/bee-line
Fare: $2.75; Monthly: $59.75/mo.
Taxi Op: Tel:#: () -

Operator: Short Line Bus Co Tel.#: 800-631-8405
Route:
Schedule: www.coachusa.com/shortline
Fare:
Taxi Op: Tel:#: (800) 631- 8405

Operator: Greyhound Bus Lines Tel.#: 800-231-2222
Route:
Schedule: www.greyhound.com/
Fare:
Taxi Op: Tel:#: (800) 231- 2222

Operator: Leprechaun Lines Tel.#: (845) 565- 7900

Route:

Schedule: www.leprechaunlines.com/commuter_white_plains.asp

Fare:

Taxi Op: Tel:#: (800) 624- 4217

Station Parking

Operator: Westchester County Dept. of Parks, Recreation & Conservation Commuter Capacity 272

Tel.#: (914) 995- 4050

Free Parking Policy: Contact Operator for Information

Daily Metered Information

Meter Type:

Comments:

Operator: City of White Plains Commuter Capacity 954

Tel.#: (914) 422- 1232

Free Parking Policy: Contact Operator for Information

Daily Metered Information

Meter Type:	12-hr-acre County Center Lot	12-hr (at station)	19-hr (at station)
Comments:	None		

Parking Station Area Map

Please Note: Parking information is subject to change, customers should contact the parking operator for the most accurate information.

Taxis

A taxi line is present for all trains at all hours.

Accessibility*

FULL ACCESS: Features available at this station include elevators and/or ramps, tactile warning strips, tactile signage, TDD and variable message signs.

*FULL ACCESS stations comply with all requirements of the Americans with Disabilities Act and have accessibility features for persons with mobility, visual and hearing impairments. Accessibility at other stations is limited to the features listed.

Elevator Status (Elevator status is subject to change without notice.)

Escalator North End of Station	working	
Escalator South End of Station	long term outage	
Elevator from the street entrance to the island platform (Tracks 1 & 2).	working	

Click here for elevator status at other stations.

Ticket Machines

There are 6 ticket machines at this station. Ticket machines are located in the main station waiting area, platform level, south of the elevator. Two machines are located in the new waiting area newar the ticket windows. Ticket machines accept cash, credit cards and debit cards.

Ticket Office Hours

Station Hours
Open Daily 6:10 AM - 10:10 PM (Closed 11:00 AM - 11:30 AM and 6:30PM - 7:00PM Saturday & Sunday)

Get Driving Directions MAP

Northbound:
From Bronx River Parkway Northbound Exit 21, Main Street. At end of exit, turn right onto Main Street. At light, turn left onto Bank Street. At second light, follow signs for station.
Southbound:
From Bronx River Parkway Southbound Exit 22, Route 100, Westchester County Center. At light, turn left onto Tarrytown Road. Bear left onto Main Street. At light, turn left onto Bank Street. At second light, follow signs for station.
Additional:
From I-287 (Cross-Westchester Expressway) Westbound Exit 6, North White Plains. At end of exit, make left onto Orchard Street. At light, turn left onto Route 22 (North Broadway). Continue to 7th traffic light, make right onto Hamilton Avenue. Continue to 6th traffic light, turn right onto Ferris Avenue and follow signs. From I-287 (Cross-Westchester Expressway) Eastbound Exit 5, White Plains. At end of exit, continue straight on Tarrytown Road. Bear left onto Main Street. Turn left onto Bank Street. At second light, follow signs for station.

MONDAY – FRIDAY NEW YORK – WASSAIC

| MILES | TO NEW YORK | OFF-PEAK | AM PEAK | | |

OFF-PEAK

334	536	838	4940	336	538	940 640	640	540	642	4644	342	644
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
			8 26			C 8 26						
			8 30			C 8 30						
			8 34			C 8 34						
			8 42			C 8 42						
			8 49			C 8 49						
			8 55			C 8 55						
						C 9 06						
		8 48	9 05			9 11	9 11		9 55	10 04		10 09
		8 51	9 09			9 14	9 14		9 58	10 07		10 12
		8 56				9 19	9 19					10 17
		8 59				9 22	9 22					10 20
		9 03				9 26	9 26		10 08	10 18		10 24
		9 07				9 31	9 31		10 13	10 22		10 29
		9 11				9 35	9 35					10 33
		9 15	9 27			9 39	9 39		10 19	10 29		10 37
		9 21	9 33			9 45	9 45		10 25	10 34		10 43
		9 24				9 48	9 48		10 28			10 46
		9 28				9 52	9 52		10 32			10 50
		9 32				9 56	9 56					10 54
	9 32	9 36	9 45		9 49	10 00	10 00	10 05	10 39	10 47		10 58
	9 35	9 41	9 49		9 52	10 04	10 04	10 09	10 43	10 51		11 02
	9 38				9 55			10 13	10 48			
	9 41				9 58			10 16	10 52			
9 26	9 45			9 51	10 02			10 20	10 55		10 59	
9 28				9 53				10 23			11 01	
9 30				9 55				10 25			11 03	
9 32				9 57				10 27			11 05	
9 35				10 00				10 30			11 08	
9 37				10 02				10 32			11 10	
9 39				10 04				10 35			11 12	
9 42				10 07				10 38			11 15	
9 44				10 09				10 40			11 17	
9 46				10 11				10 42			11 19	
9 48				10 13				10 44			11 21	
9 51				10 16				10 47			11 24	
D 9 56	H 10 06	H 10 09	H 10 13	D 10 20	H 10 23	H 10 31	H 10 31	H 10 52	H 11 15	H 11 19	H 11 28	H 11 34
10 07 AM	10 17 AM	10 20 AM	10 25 AM	10 32 AM	10 35 AM	10 43 AM	10 43 AM	11 03 AM	11 26 AM	11 30 AM	11 40 AM	11 45 AM

WILL OPERATE 12/26, 12/27 & 12/30/19 ONLY

WILL NOT OPERATE 12/26, 12/27 & 12/30/19

WILL OPERATE 12/26, 12/27 & 12/30/19 ONLY

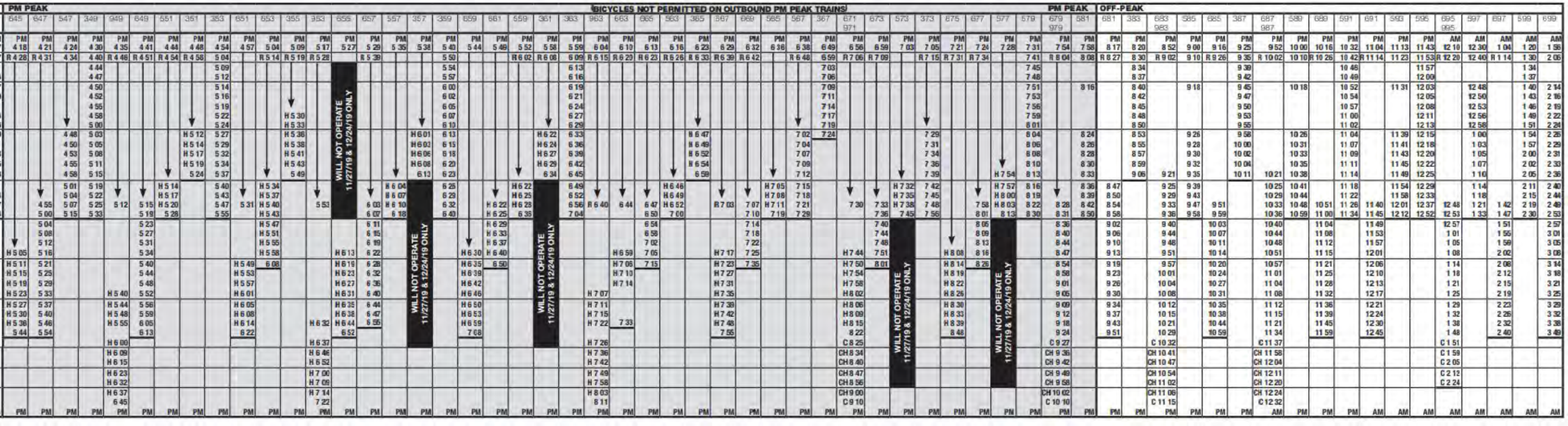
WILL OPERATE 12/26, 12/27 & 12/30/19 ONLY

STOPS AT MT. PLEASANT AT 12:52 PM

544	646	346	948 648	548	350	652	552	354	856 656	556	358	660	560	662	562	964 664	564	566	600	366	568	668	368	570	670	370	972 672	572	674	574	676	576	678	578	980 680	580	682	684	384	988 688	388	992 692	592	696	596	998 698
AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	PM
			C 10 24			C 12 24										C 2 18										C 4 18								C 6 07					C 8 30		C 9 32				C 11 21
			C 10 28			C 12 28										C 2 22										C 4 22								C 6 11					C 8 34		C 9 36				C 11 25
			C 10 32			C 12 32										C 2 26										C 4 26								C 6 15					C 8 38		C 9 40				C 11 29
			C 10 40			C 12 40										C 2 34										C 4 34								C 6 26					C 8 50		C 9 52				C 11 41
			C 10 47			C 12 47										C 2 41										C 4 41								C 6 33					C 8 57		C 9 59				C 11 48
			C 10 53			C 12 53										C 2 47										C 4 47								C 6 39					C 9 03		C 10 05				C 11 54
			C 11 04			C 1 04										C 2 58										C 4 58								C 7 03					C 9 13		C 10 14				C 12 04
	10 53		11 09			1 09						2 09		2 36		3 01			3 38			4 03		4 32		5 01		5 41		6 03		6 40		7 12			8 08		9 16		10 17		11 18		12 09
	10 56		11 12			1 12						2 12		2 39		3 04			3 41			4 06		4 35		5 04		5 44		6 06		6 43		7 15			8 11		9 19		10 20		11 21		12 12
			11 17			1 17						2 17				3 09						4 11		4 40		5 09				6 11				7 21			8 16		9 24		10 25		11 26		12 17
			11 20			1 20						2 20				3 12						4 14		4 43		5 12				6 14				7 24			8 19		9 27		10 28		11 29		12 20
	11 06		11 24			1 24						2 24		2 49		3 16			3 51			4 18		4 47		5 16		5 54		6 18		6 53		7 27			8 22		9 30		10 31		11 33		12 24
	11 11		11 29			1 29						2 29		2 54		3 20			3 55			4 22		4 51		5 20		5 58		6 22		6 57		7 31			8 27		9 35		10 35		11 37		12 26
			11 33			1 33						2 33				3 24						4 26		4 55		5 24				6 26				7 35			8 31		9 39		10 39		11 40		12 32
	11 17		11 37			1 37						2 37		3 00		3 28			4 01			4 30		4 59		5 28		6 04		6 30		7 03		7 39		8 14	8 35		9 43		10 43		11 45		12 36
	11 23		11 43			1 43						2 43		3 06		3 34			4 07			4 36		5 05		5 34		6 10		6 36		7 09		7 45		8 20	8 40		9 48		10 48		11 51		12 42
	11 26		11 46			1 46						2 46		3 09		3 37			4 10			4 39		5 08		5 37		6 13		6 39		7 12		7 48		8 23	8 43		9 51		10 51		11 54		12 45
	11 30		11 50			1 50						2 50		3 13		3 41			4 14			4 43		5 12		5 41		6 17		6 43		7 16		7 52			8 47		9 55		10 55		11 58		12 48
			11 54			1 54						2 54				3 45						4 47		5 16		5 45				6 47				7 56			8 51		9 59		10 59		12 02		12 53
11 02	11 37		11 58	12 02		12 58	1 02		1 58	2 02		2 58	3 02	3 20	3 28	3 49	4 02	4 17		4 30	4 48	4 51	5 00	5 16	5 20	5 29	5 49	6 05	6 24	6 35	6 51	7 05	7 23	7 36	8 00	8 06	8 31	8 55		10 03		11 03	11 07	12 06	12 09	12 57
11 06	11 41		12 02	12 06		1 02	1 06		2 02	2 06		3 02	3 06	3 24	3 31	3 53	4 05	4 20	4 24	4 33	4 52	4 55	5 03	5 19	5 24	5 32	5 53	6 08	6 27	6 38	6 55	7 08	7 26	7 39	8 03	8 09	8 34	8 59		10 07		11 07	11 11	12 09	12 13	1 01
11 10	11 46			12 10			1 10			2 10			3 10	3 28	3 34		4 08	4 23		4 36			5 06	5 22		5 35		6 11	6 31	6 41		7 11	7 30	7 42		8 12	8 38	9 03		10 12			11 16		12 18	1 06
11 13	11 50			12 13			1 13			2 13			3 13	3 31	3 37		4 11	4 26		4 39			5 09	5 25		5 38		6 14	6 34	6 44		7 14	7 33	7 45		8 15	8 41	9 07		10 15			11 19		12 22	1 10
11 17	11 53	11 58		12 17	12 46		1 17	1 46		2 17	2 46		3 17		3 41		4 15			4 43			5 13			5 42		6 18		6 48		7 18		7 49		8 19	8 45	9 12	9 19	10 19	10 22		11 23		12 25	1 14
11 20		12 00		12 20	12 48		1 20	1 48		2 20	2 48		3 20		3 44		4 17			4 45			5 15			5 44		6 20		6 50		7 20		7 51		8 21	8 47		9 21		10 24		11 25		12 29	1 16
11 22		12 02		12 22	12 50		1 22	1 50		2 22	2 50		3 22		3 46		4 19			4 47			5 17			5 46		6 22		6 52		7 22		7 53		8 23	8 49		9 23		10 26		11 27		12 31	1 18
11 24		12 04		12 24	12 52		1 24	1 52		2 24	2 52		3 24		3 48		4 21			4 49			5 19			5 48		6 24		6 54		7 24		7 55		8 25	8 51		9 25		10 28		11 29		12 33	1 21
11 27		12 07		12 27	12 55		1 27	1 55		2 27	2 55		3 27		3 51		4 24			4 52			5 22			5 51		6 27		6 57		7 27		7 58		8 28	8 54		9 28		10 31		11 32		12 36	1 23
11 29		12 09		12 29	12 57		1 29	1 57		2 29	2 57		3 29		3 53		4 26			4 54			5 24			5 53		6 29		6 59		7 29		8 00		8 30			9 30		10 33		11 34		12 38	
11 32		12 11		12 32	12 59		1 32	1 59		2 32	2 59		3 32		3 56		4 29			4 56			5 26			5 55		6 32		7 01		7 31		8 02		8 32			9 32		10 35		11 37		12 41	
11 35		12 14		12 35	1 02		1 35	2 02		2 35	3 02		3 35		3 59		4 32			4 59			5 29			5 58		6 35		7 04		7 34		8 05		8 35			9 35		10 38		11 40		12 44	
11 37		12 16		12 37	1 04		1 37	2 04		2 37	3 04		3 37		4 01		4 34			5 01			5 31			6 00		6 37		7 06		7 35		8 07		8 37			9 37		10 40		11 42		12 46	
11 39		12 18		12 39	1 06		1 39	2 06		2 39	3 06	H 3 23	3 39		4 03	H 4 13	4 36	H 4 41		5 03		H 5 16	5 33	H 5 39	H 5 45	6 02	H 6 14	6 39	H 6 51	7 08	H 7 14	7 38		8 09		8 39	9 02		9 39		10 42		11 44		12 48	1 28
11 41		12 20		12 41	1 08		1 41	2 08		2 41	3 08		3 41				4 38						5 35					6 41				7 41				8 41			9 41		10 44		11 46		12 50	
11 44		12 23		12 44	1 11		1 44	2 11		2 44	3 11		3 44				4 41						5 38					6 44				7 44				8 44			9 44		10 47		11 49		12 53	
H 11 50	H 12 13	H 12 29	H 12 32	H 12 50	H 1 16	H 1 31	H 1 50	H 2 16	H 2 32	H 2 50	H 3 16	H 3 32	H 3 49	H 3 53	H 4 11	H 4 22	H 4 47	H 4 49	H 4 52	H 5 12	H 5 18	H 5 24	H 5 43	H 5 49	H 5 55	H 6 09	H 6 21	H 6 51	H 6 58	H 7 15	H 7 21	H 7 50	H 7 54	H 8 18	H 8 27	H 8 50	H 9 11	H 9 35	H 9 50	H 10 39	H 10 53	H 11 37	H 11 54	H 12 39	H 12 59	H 1 40
12 01 PM	12 25 PM	12 40 PM	12 43 PM	1 01 PM	1 27 PM	1 43 PM	2 01 PM	2 27 PM	2 43 PM	3 01 PM	3 27 PM	3 43 PM	4 01 PM	4 04 PM	4 23 PM	4 33 PM	4 58 PM	5 02 PM	5 05 PM	5 27 PM	5 33 PM	5 39 PM	5 58 PM	6 02 PM	6 07 PM	6 24 PM	6 35 PM	7 02 PM	7 09 PM	7 28 PM	7 33 PM	8 01 PM	8 05 PM	8 30 PM	8 39 PM	9 01 PM	9 22 PM	9 46 PM	10 01 PM	10 52 PM	11 04 PM	11 49 PM	12 06 AM	12 50 AM	1 10 AM	1 53 AM

TO WASSAIC

| MILES | | OFF-PEAK | AM PEAK | | | | | | | | | | | | | | | | | | OFF-PEAK | | | | | | | | | | | | | | | | | |


PM PEAK
BICYCLES NOT PERMITTED ON OUTBOUND PM PEAK TRAINS
PM PEAK
OFF-PEAK
WILL NOT OPERATE 11/27/19 & 12/24/19 ONLY
WILL NOT OPERATE 11/27/19 & 12/24/19 ONLY
WILL NOT OPERATE 11/27/19 & 12/24/19 ONLY
WILL NOT OPERATE 11/27/19 & 12/24/19 ONLY
WILL NOT OPERATE 11/27/19 & 12/24/19 ONLY

SATURDAY, SUNDAY & HOLIDAYS NEW YORK – WASSAIC

TO NEW YORK

| MILES | | |

WMCHealth Shuttle

Ride for free to on-campus sites
Every 15 Minutes
Monday through Friday

Green Route — 6 a.m. - 7:45 a.m.

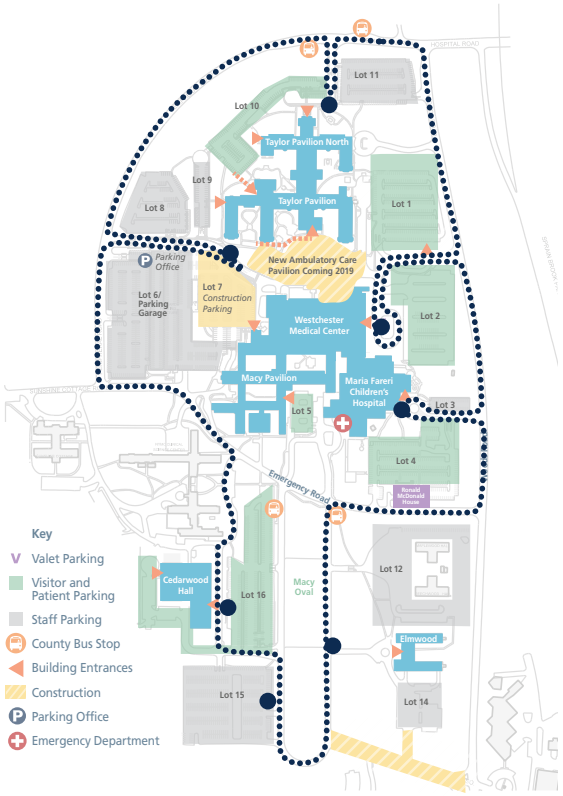
- Cedarwood Hall
- Lot 15 (Cedarwood South)
- Lot 14 (Elmwood Hall)
- Maria Fareri Children's Hospital
- Westchester Medical Center Main Entrance
- Taylor Pavilion North
- Taylor South South

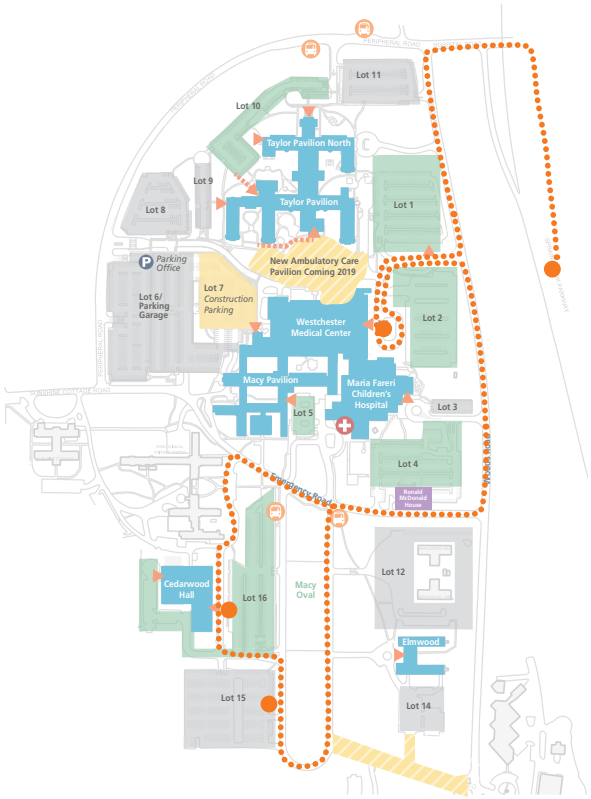
Orange Route — 7:45 a.m. - 8 p.m.

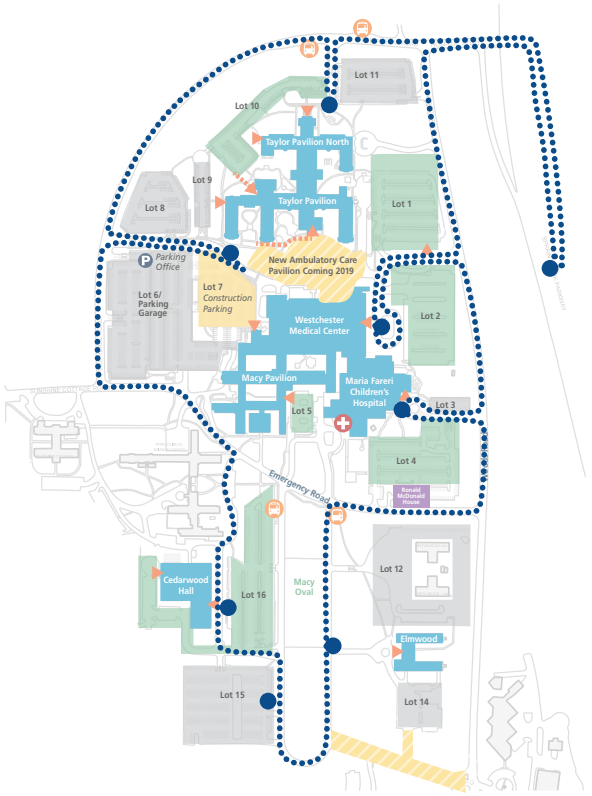
- Bradhurst Avenue
- Westchester Medical Center Main Entrance
- Cedarwood Hall
- Lot 15 (Cedarwood South)
- Westchester Medical Center Main Entrance

Blue Route — 7:45 a.m. - 8 p.m.

- Cedarwood Hall
- Lot 15 (Cedarwood South)
- Lot 14 (Elmwood Hall)
- Maria Fareri Children's Hospital
- Westchester Medical Center Main Entrance
- Bradhurst Avenue
- Taylor North
- Taylor South







For more information, call 914.493.4890

WMCHealth
Westchester Medical Center Health Network

FOR VISITORS

The Caregiver Center

Visiting Hours And Guidelines

Parking

Directions / Map

Classes And Events

Care Champions

Send An E-Greeting Card

Directions / Map

Westchester Medical Center
Maria Fareri Children's Hospital
Behavioral Health Center
100 Woods Road
Valhalla, NY 10595
(914) 493-7000

By Car

- Download Driving Directions
- Get Directions via Google Maps

Train

Westchester Medical Center is served by Metro North's Harlem line via two stations:

- White Plains - Bus transfer options available
- Hawthorne - Taxi service available

For train fare and schedule information, call 1-800-METRO-INFO or go to www.mta.info/mnr .

Bus

There are three bus lines (Westchester Bee Line) you can take to our campus. Please call 914-813-7777 for bus routes and fares

Campus Map

The Westchester Medical Center campus includes the Maria Fareri Children's Hospital and the Behavioral Health Center.

- Download Campus Map
- Parking Information

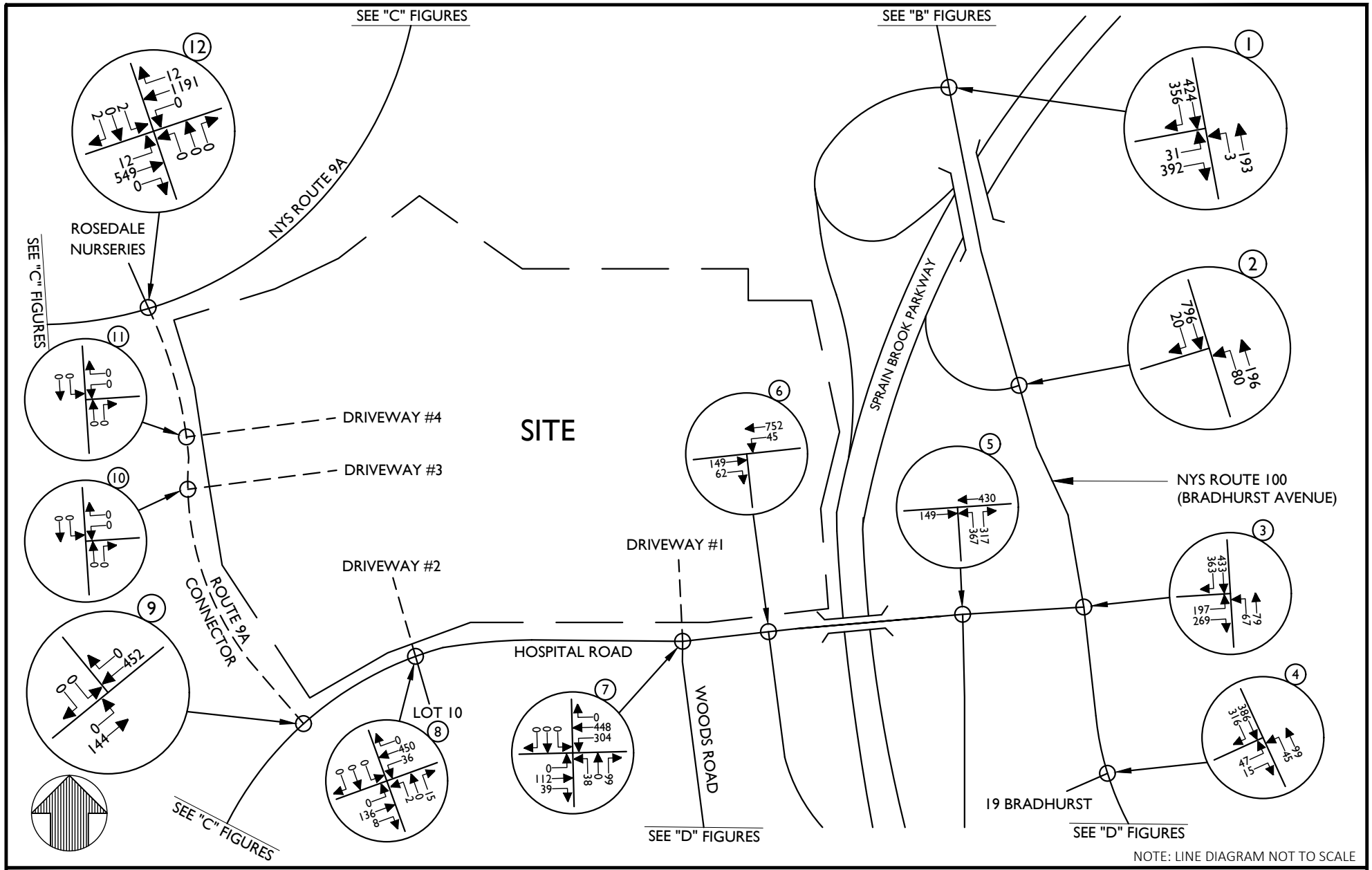
Complimentary Shuttle Bus Service - Available Monday through Friday; 6 a.m. to 8 p.m.

Westchester Medical Center provides intercampus shuttle bus service for patients, visitors and staff at no cost. Shuttle buses operate continuously during designated hours to on-campus sites, along with specific nearby off-campus locations, which are directly associated with Westchester Medical Center. The 14-passenger, ADA compliant, buses are brightly branded in WMCHealth's hero blue and will pick up/drop off riders at designated stops approximately every 10 to 15 minutes. After hours and weekend transport services are available by calling Security (914-493-8535).

NORTH 60

APPENDIX C

PHASE 1 – TRAFFIC VOLUME FIGURES



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

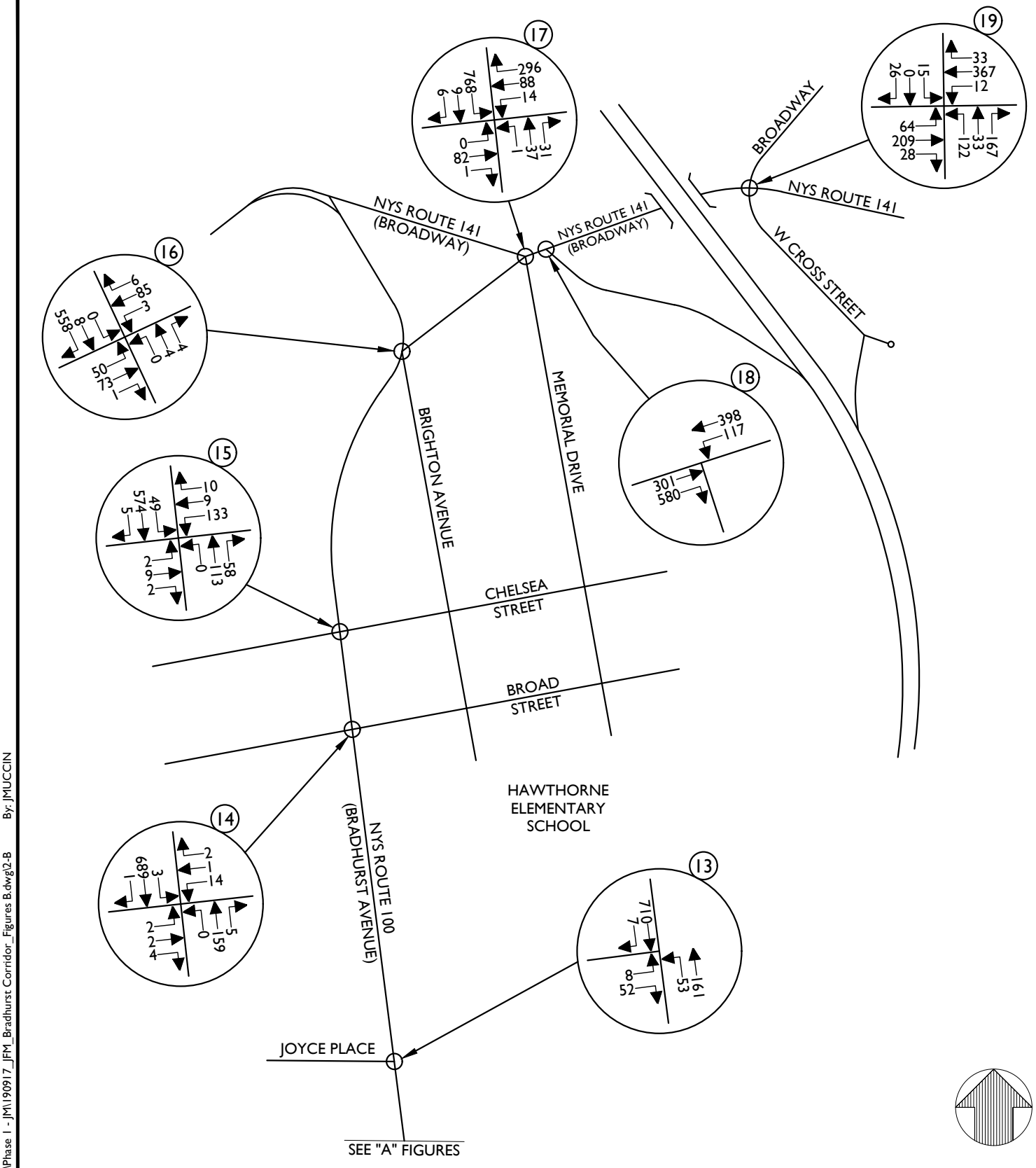
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 2-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✱ Planners ✱ Surveyors
Landscape Architects ✱ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

■ NEW JERSEY
• Red Bank • Clinton
• Hamilton • Egg Harbor
• Montvale • Mt. Arlington
• Mt. Laurel

■ NEW YORK
• Albany • New Windsor
• Westchester

■ NEW MEXICO
• Albuquerque

■ MARYLAND
• Columbia

■ TEXAS
• College Station

■ FLORIDA
• Tampa • Orlando
• Miami • Jacksonville

■ PENNSYLVANIA
• Lehigh Valley • Exton
• Philadelphia • Pittsburgh

■ NORTH CAROLINA
• Charlotte • Raleigh

■ VIRGINIA
• Sterling • Norfolk

■ TENNESSEE
• Nashville

■ INDIANA
• Lafayette

■ COLORADO
• Denver

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

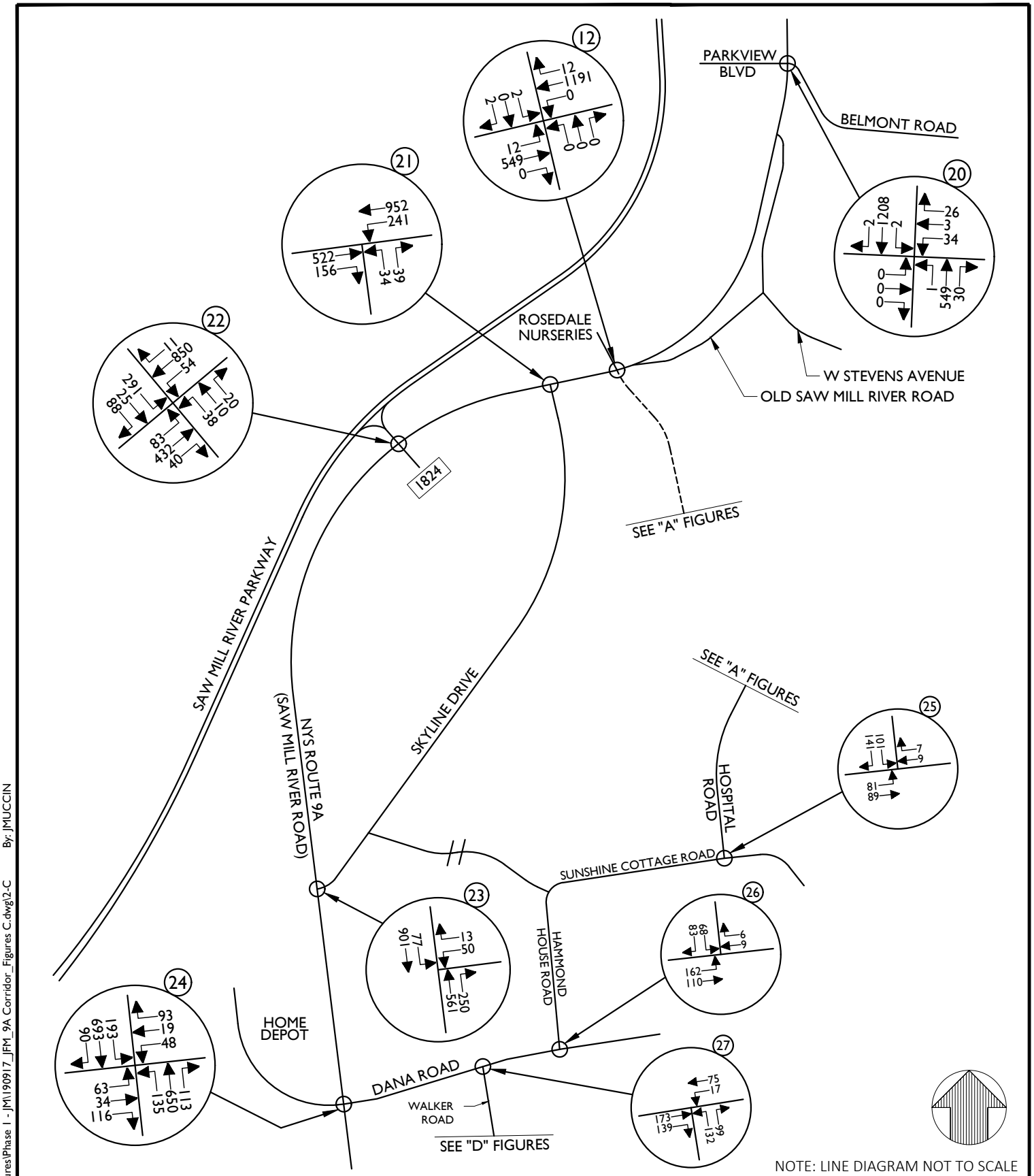
PROJECT NUMBER: 17003592B

DRAWING NAME: 190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 2-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\2-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** **Call** before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

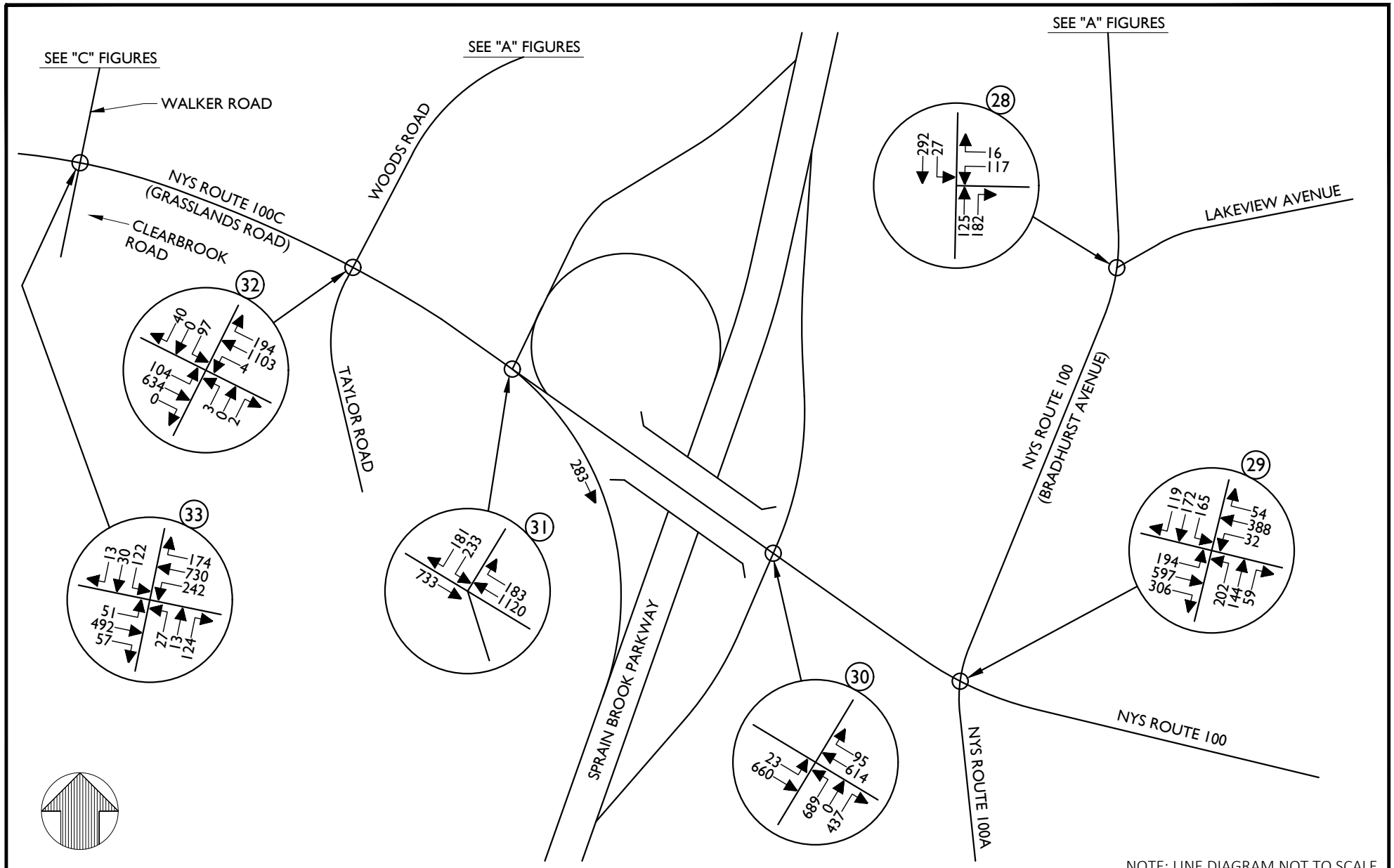
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 2-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\2-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

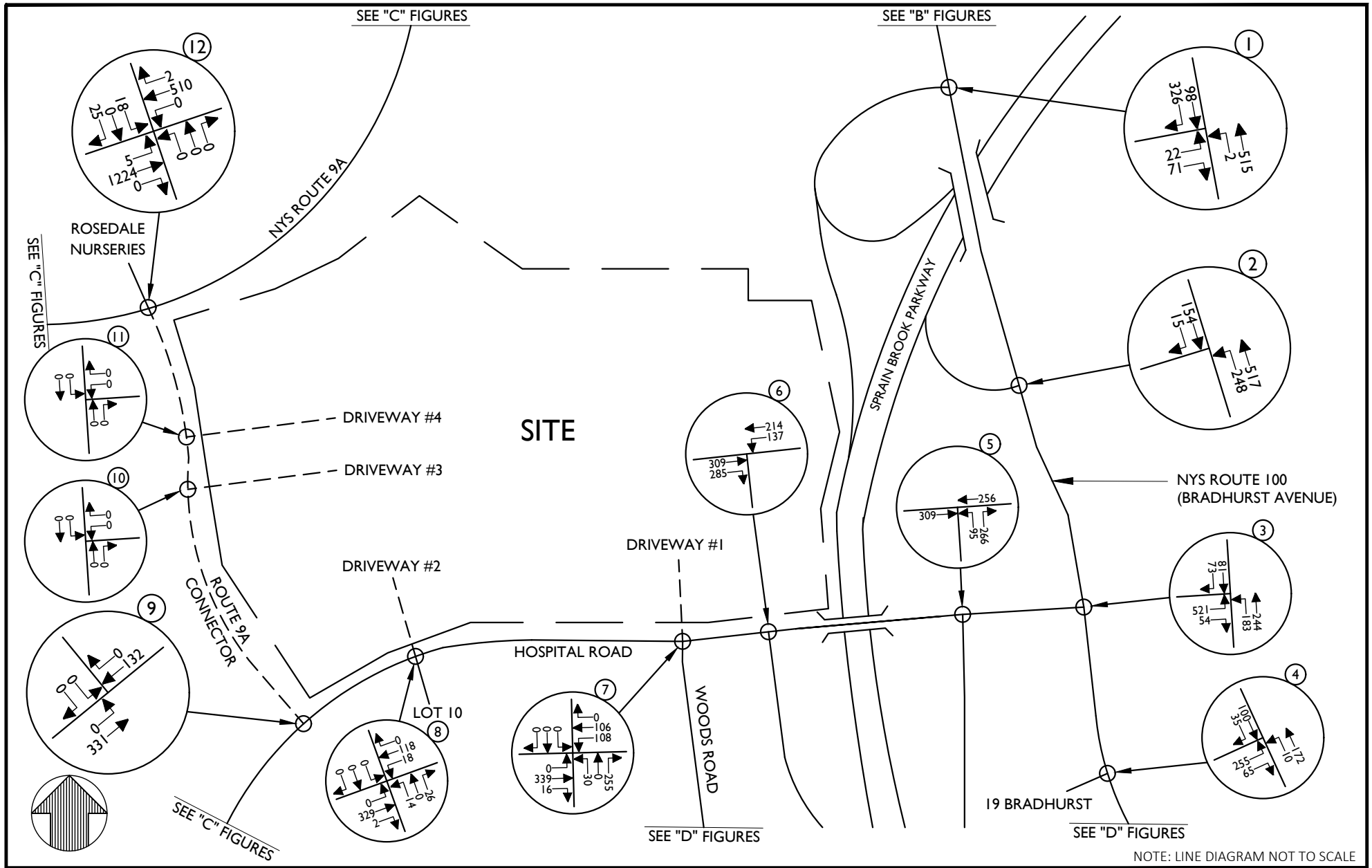
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 2-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

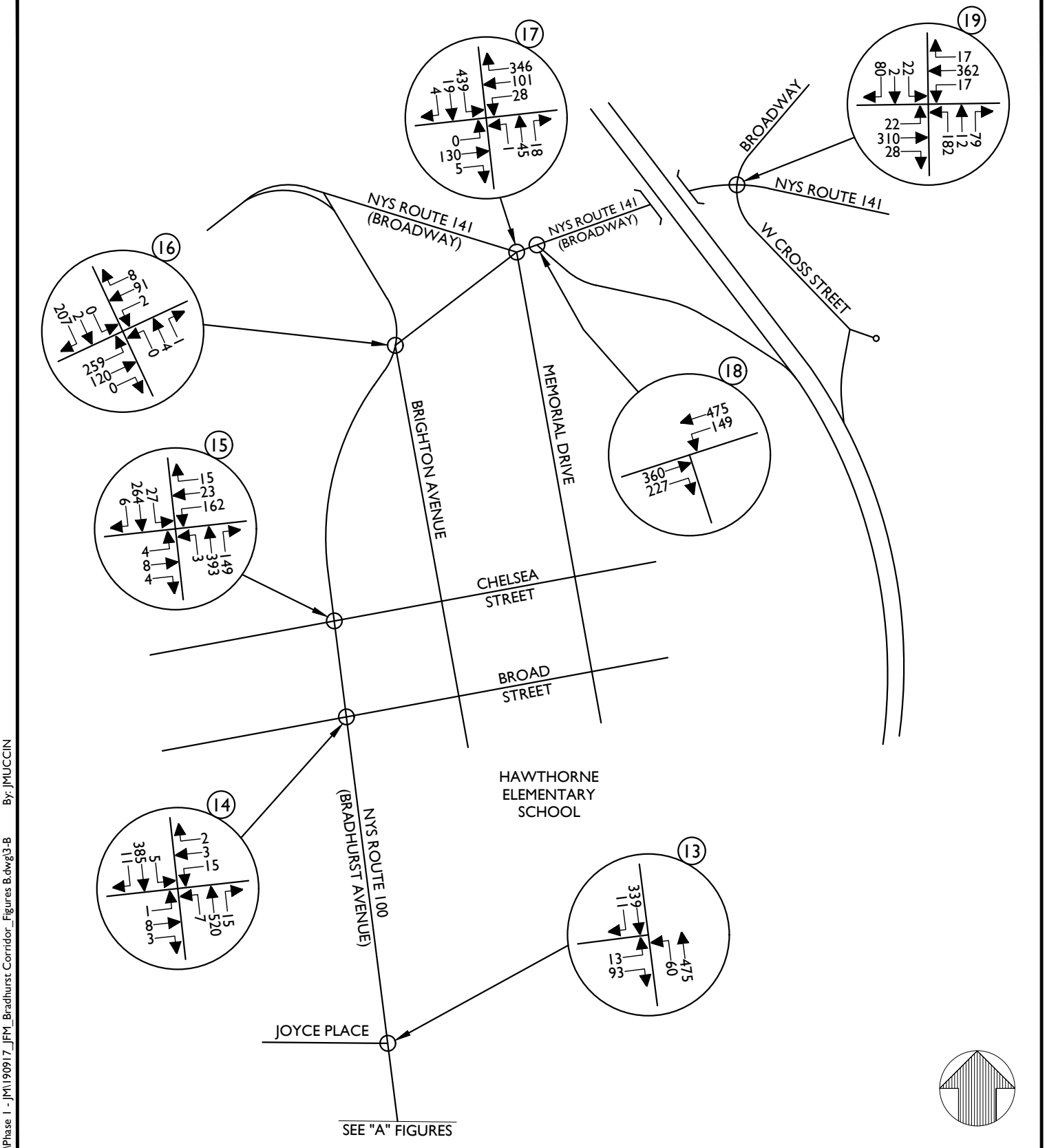
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JPM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 3-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

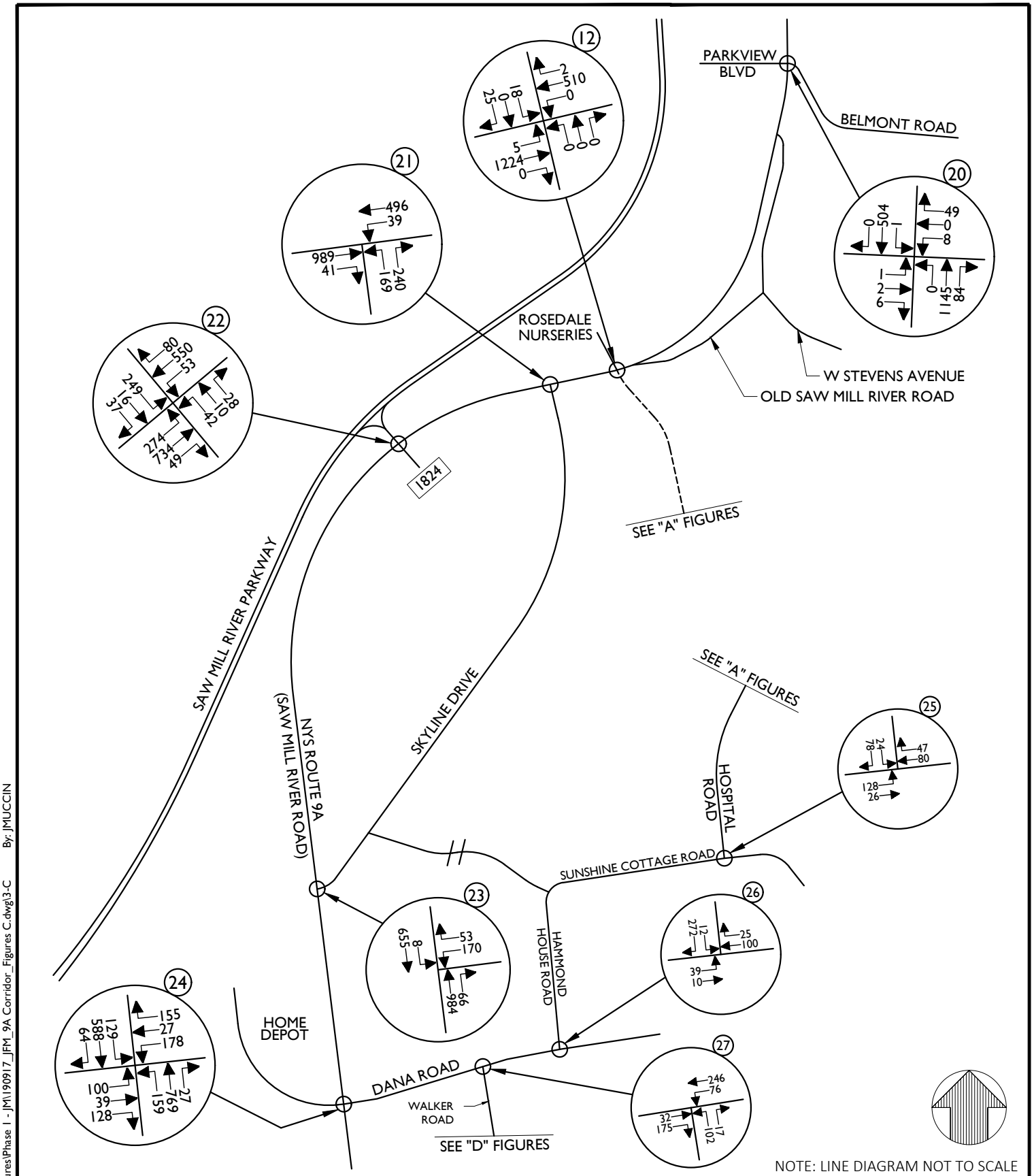
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 3-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\3-B By: JMUCCIN



MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

■ NEW JERSEY
• Red Bank • Clinton
• Hamilton • Egg Harbor
• Montvale • Mt. Arlington
• Mt. Laurel

■ NEW YORK
• Albany • New Windsor
• Westchester

■ NEW MEXICO
• Albuquerque

■ MARYLAND
• Columbia

■ TEXAS
• College Station

■ FLORIDA
• Tampa • Orlando
• Miami • Jacksonville

■ PENNSYLVANIA
• Lehigh Valley • Exton
• Philadelphia • Pittsburgh

■ NORTH CAROLINA
• Charlotte • Raleigh

■ VIRGINIA
• Sterling • Norfolk

■ TENNESSEE
• Nashville

■ INDIANA
• Lafayette

■ COLORADO
• Denver

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

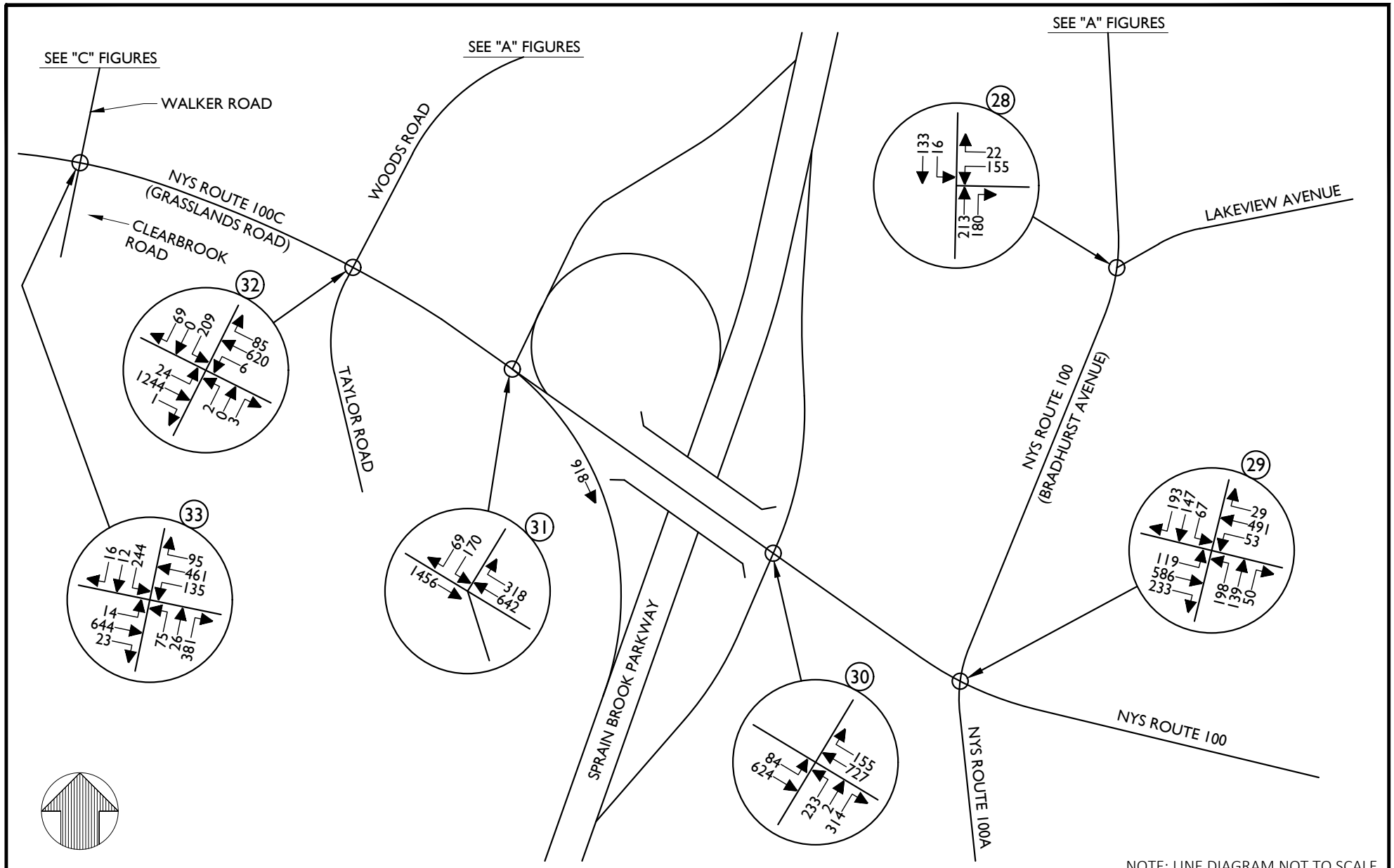
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 3-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\3-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

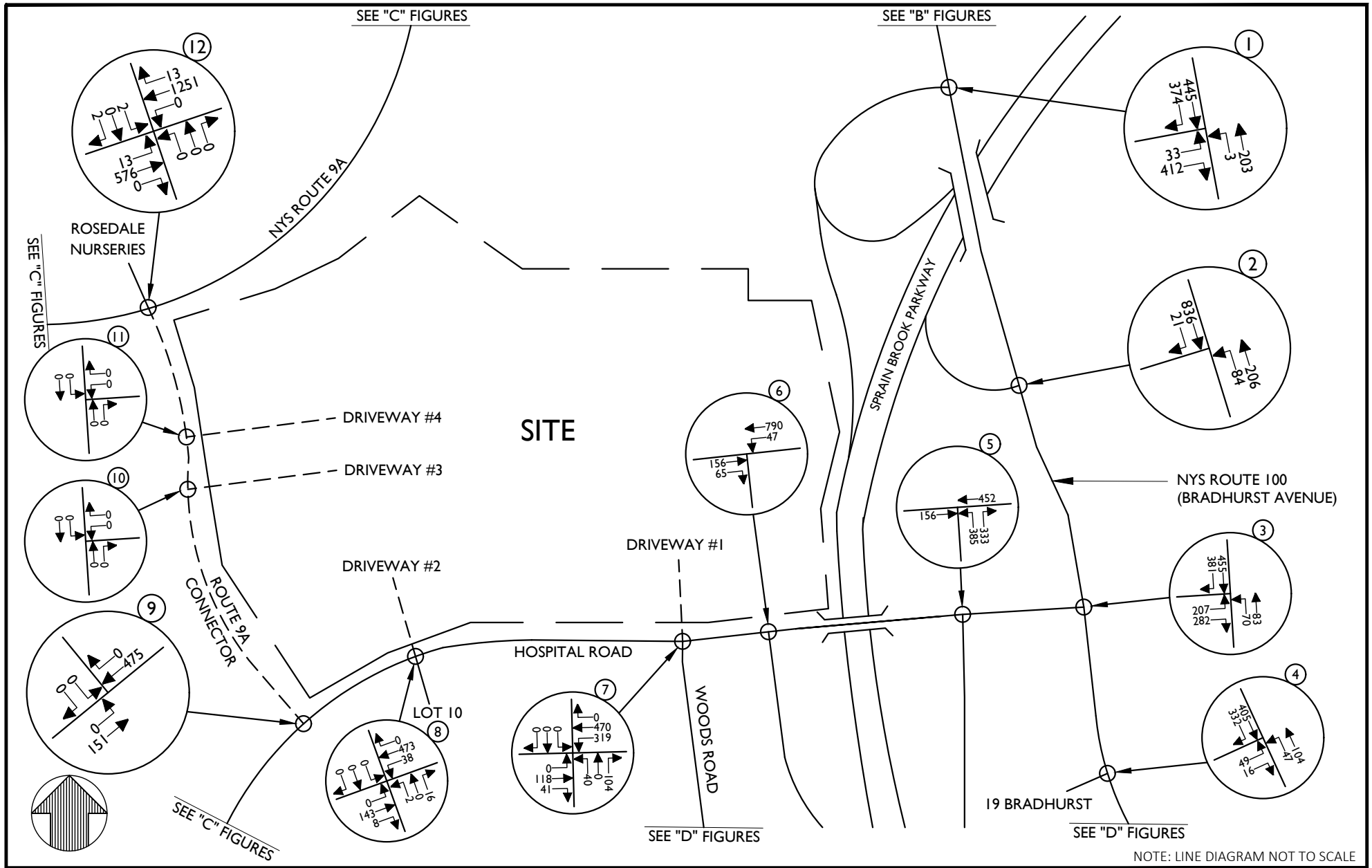
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_PM_100C CORRIDOR_FIGURES D

SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 3-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

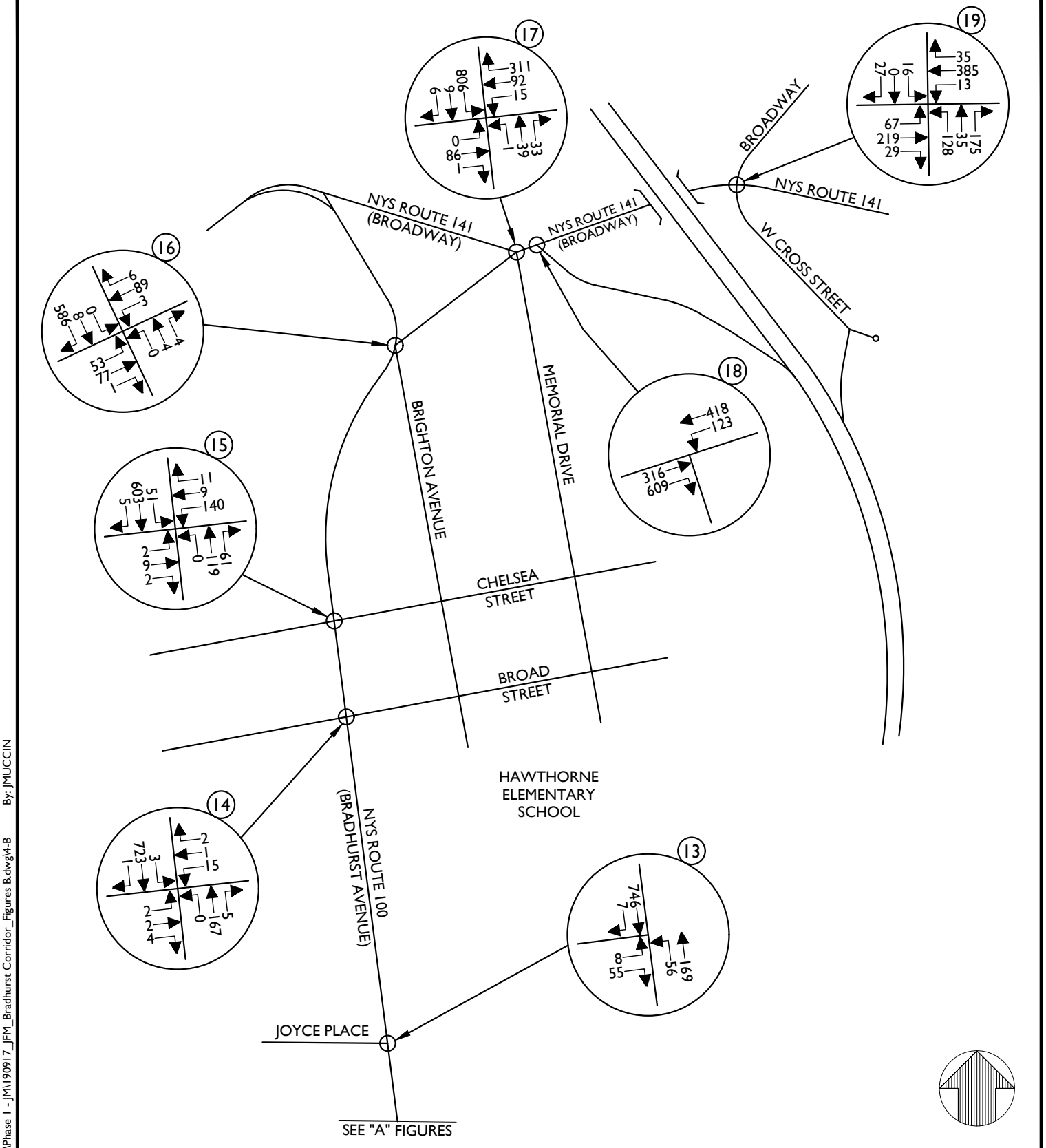
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
2024 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 4-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 Know what's **below.** **Call** before you dig.

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

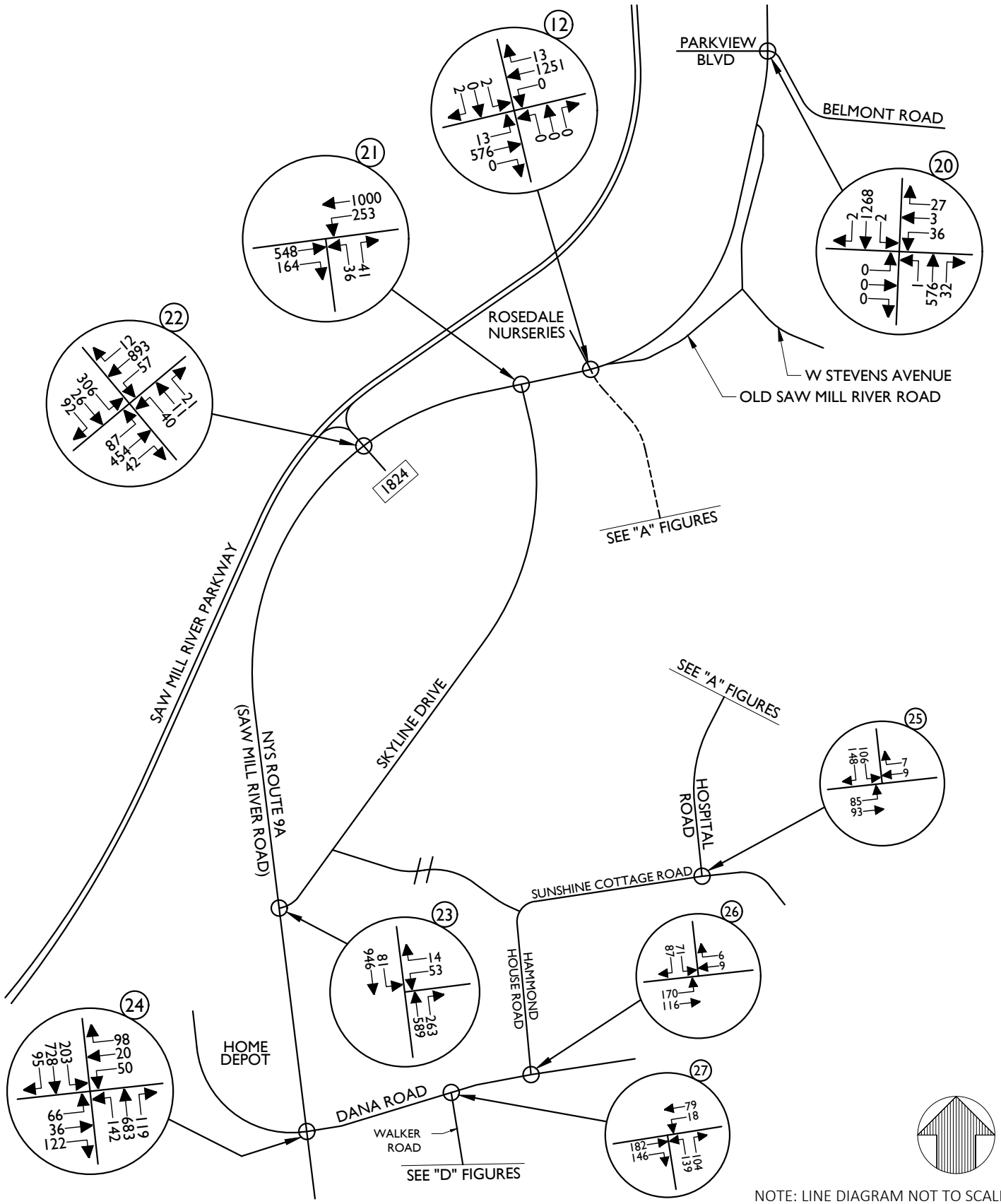
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
2024 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 4-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\4-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

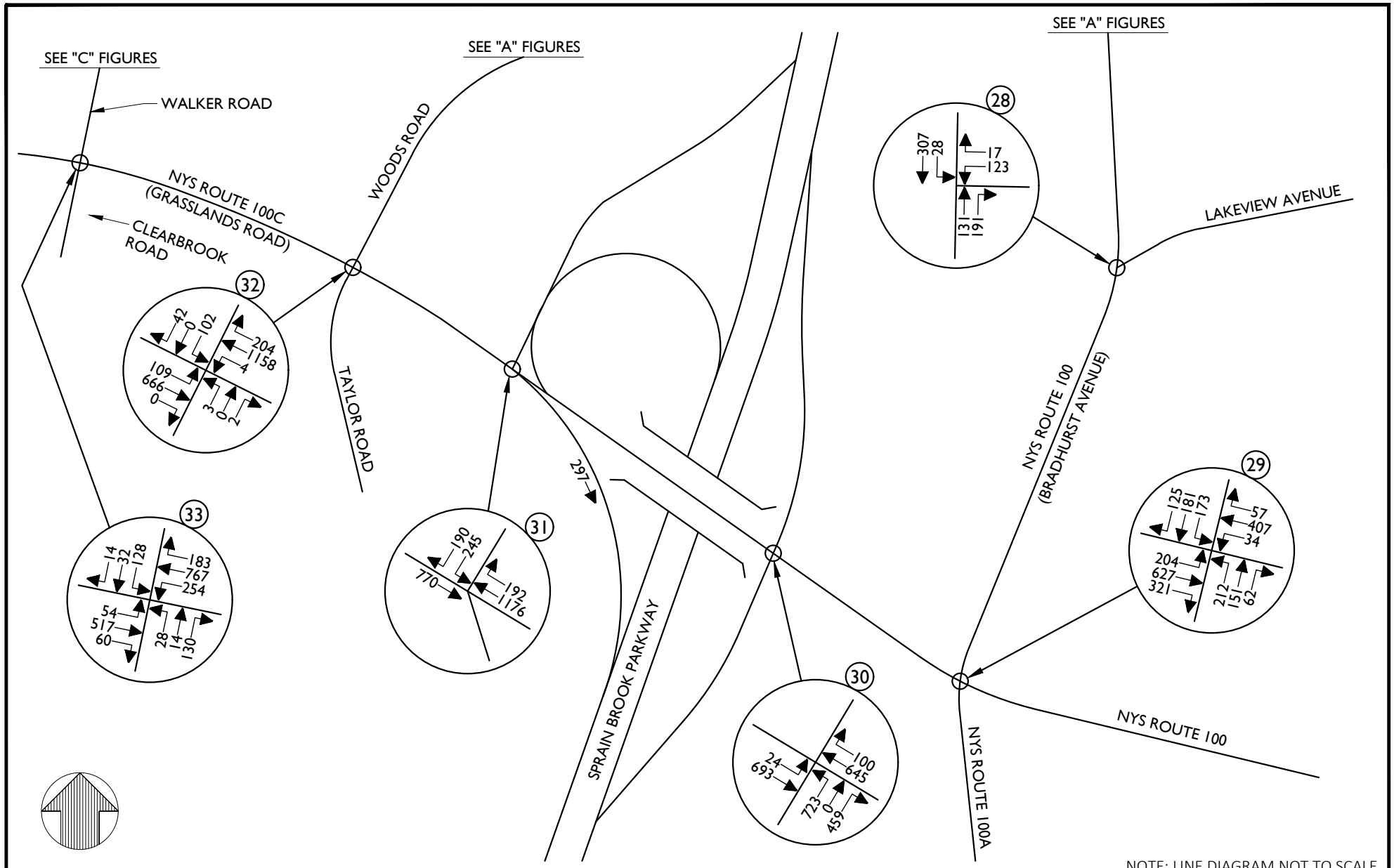
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
2024 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 4-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\4-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

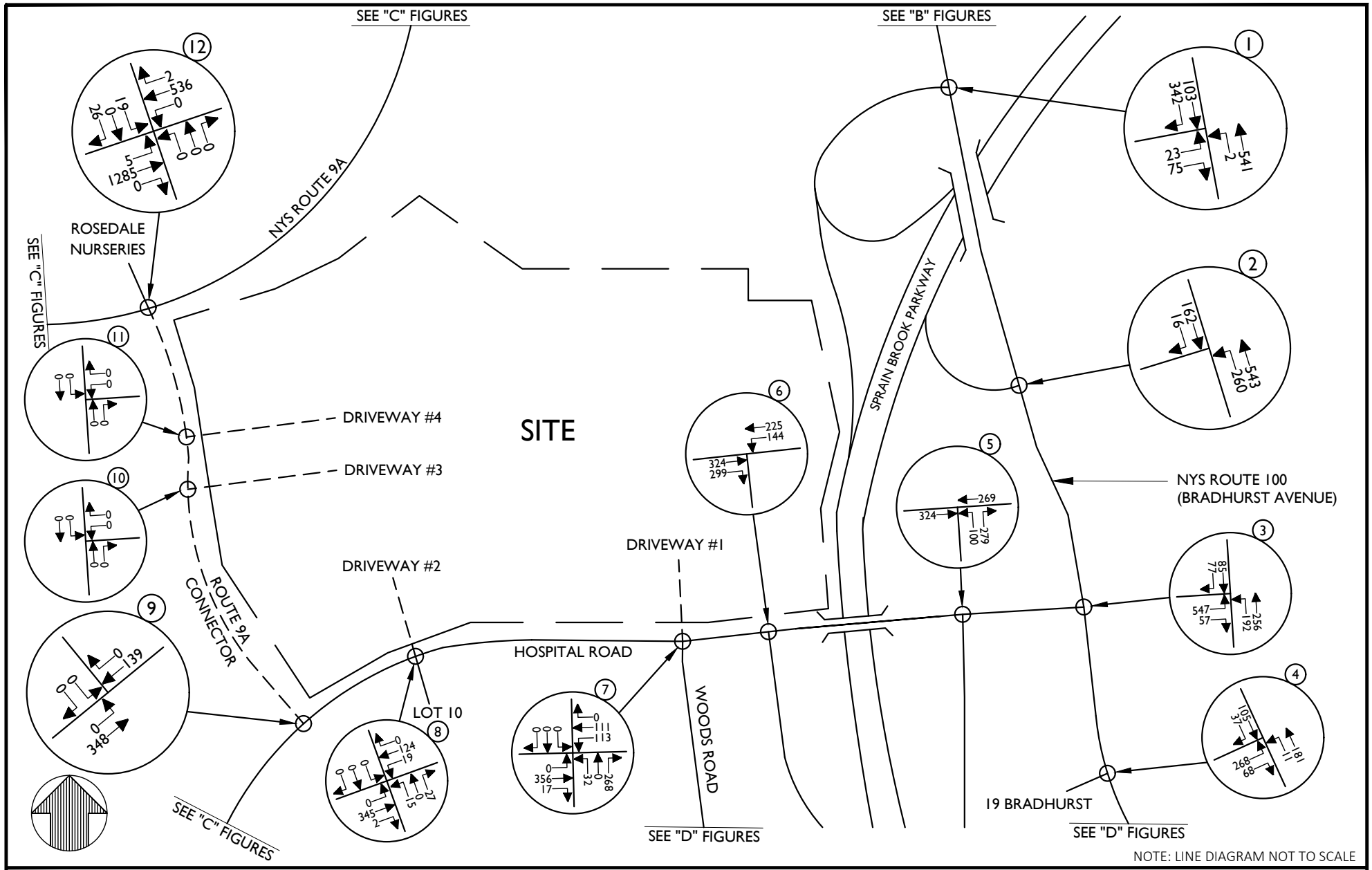
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
2024 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 4-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

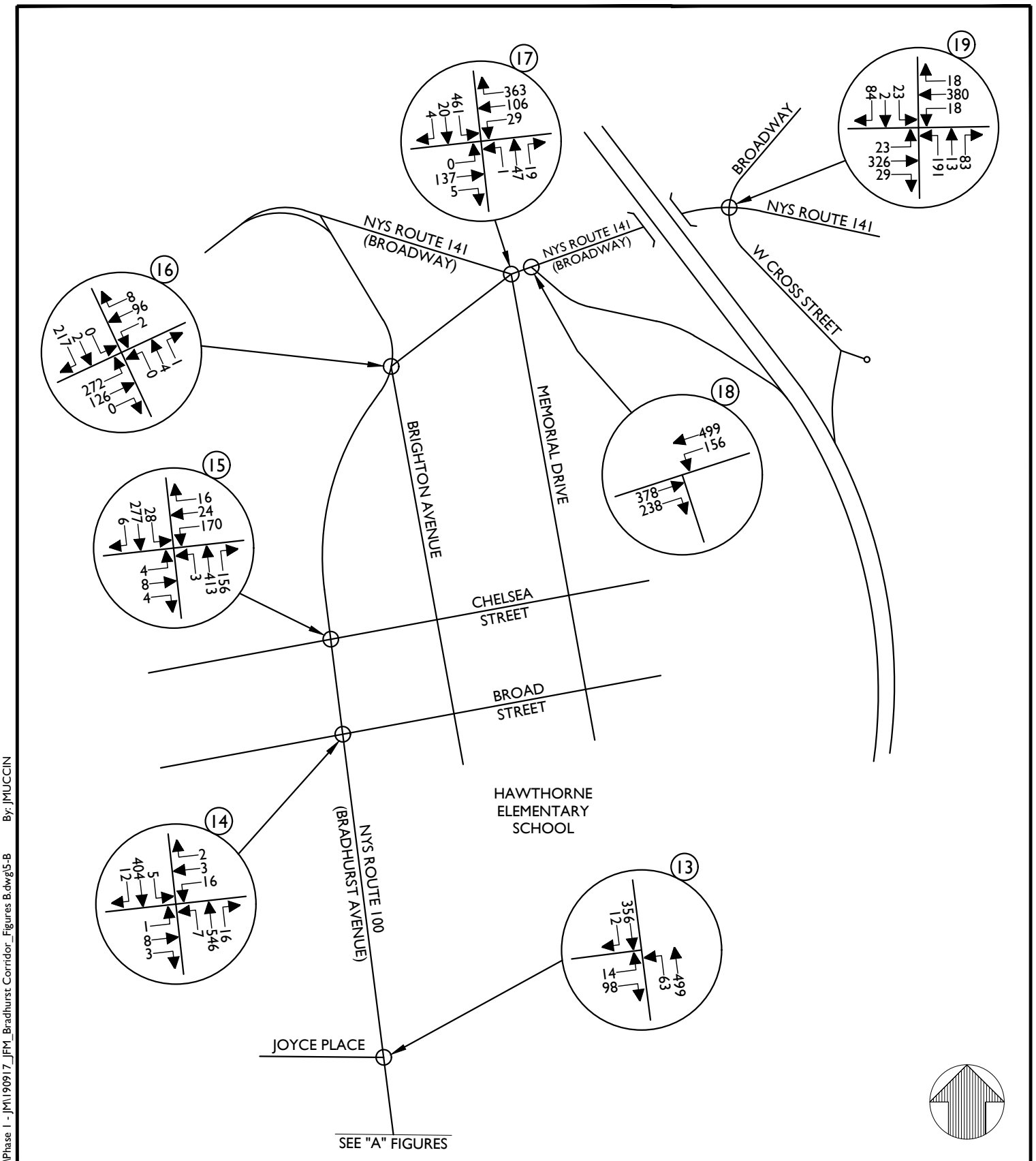
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
2024 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 5-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

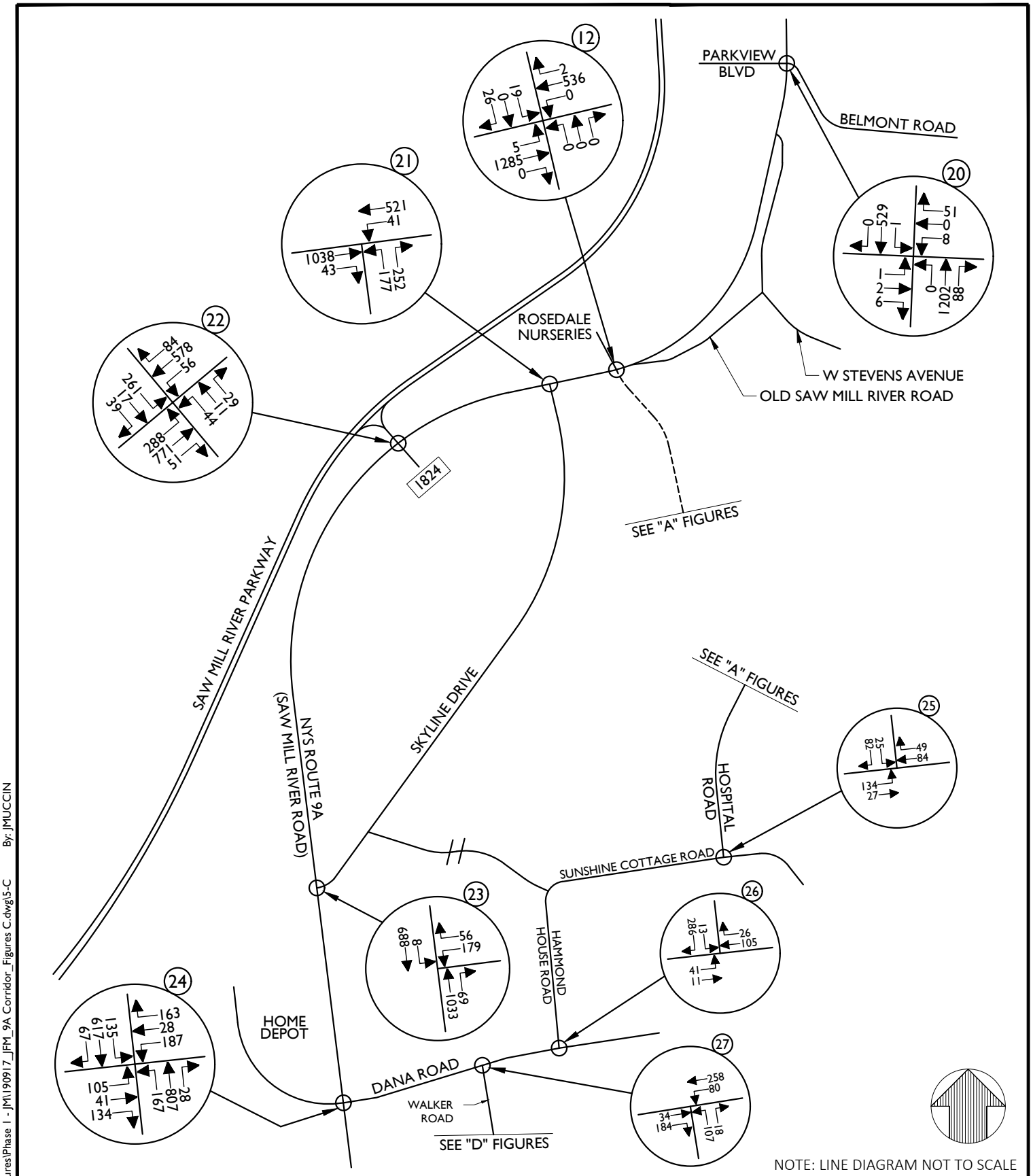
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
2024 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 5-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\5-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

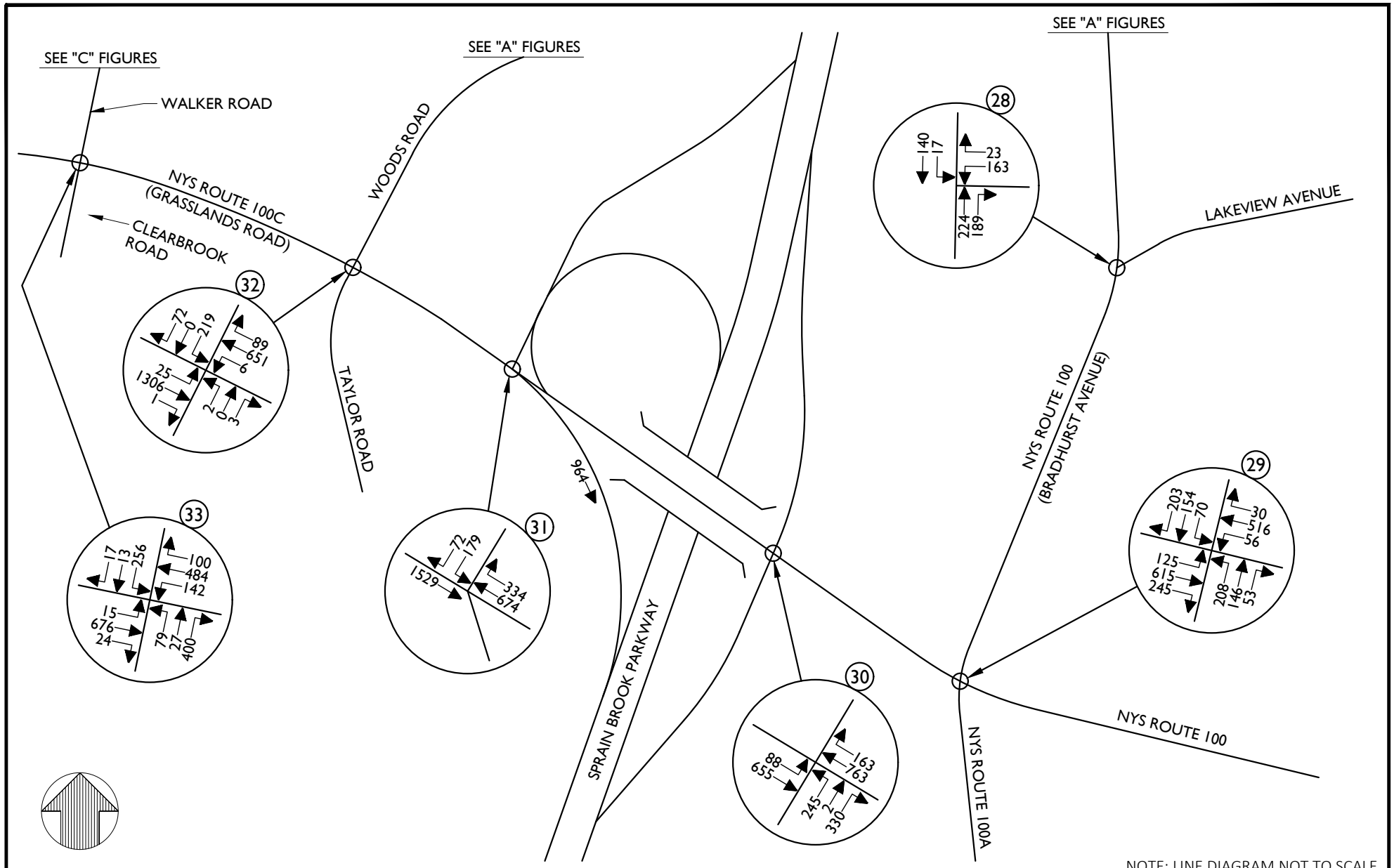
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE: 2024 PROJECTED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR

SHEET NUMBER: FIGURE NO. 5-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\5-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

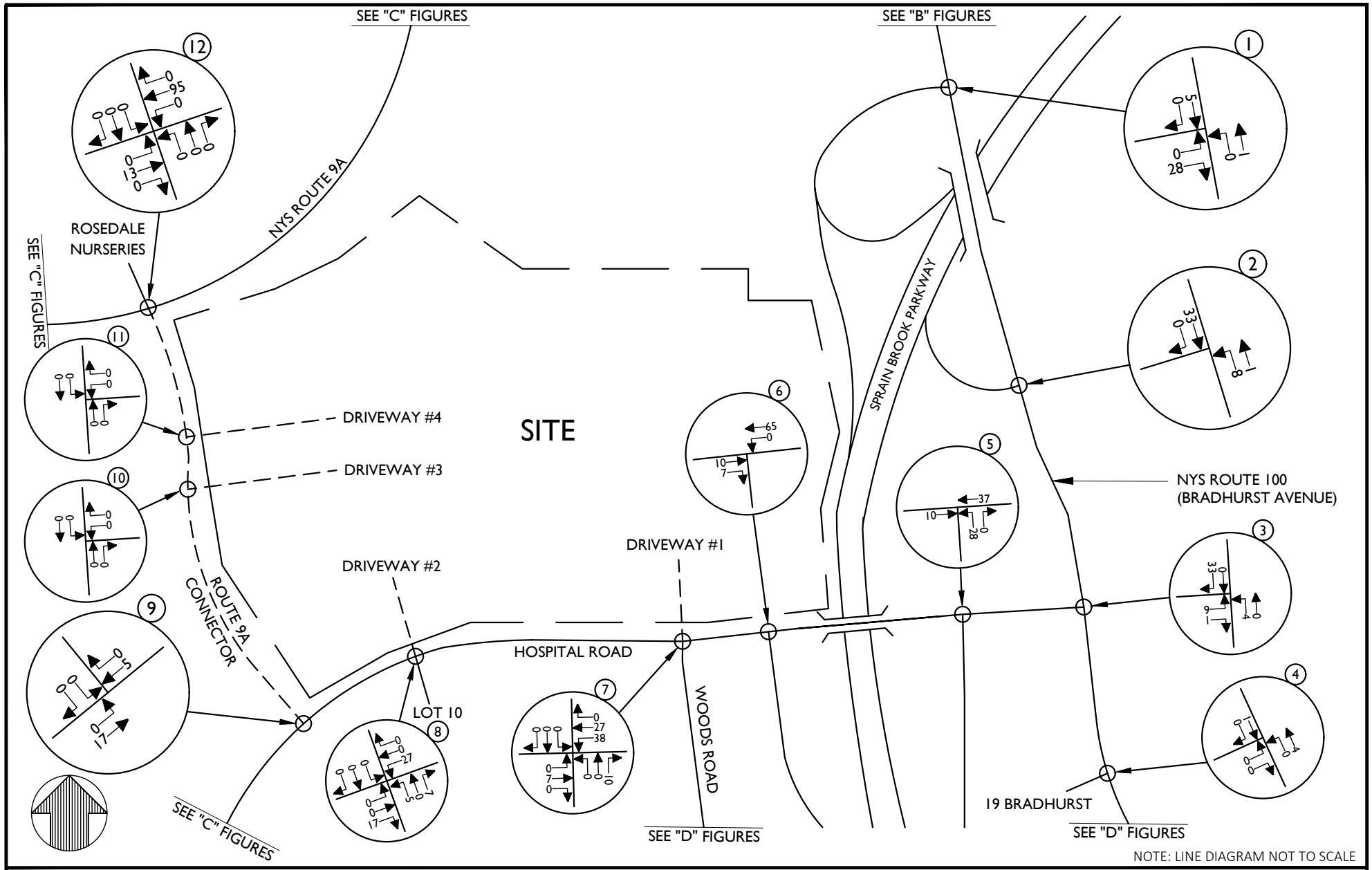
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JPM_100C CORRIDOR_FIGURES D

SHEET TITLE:
2024 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 5-D



MASER CONSULTING P.A.
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

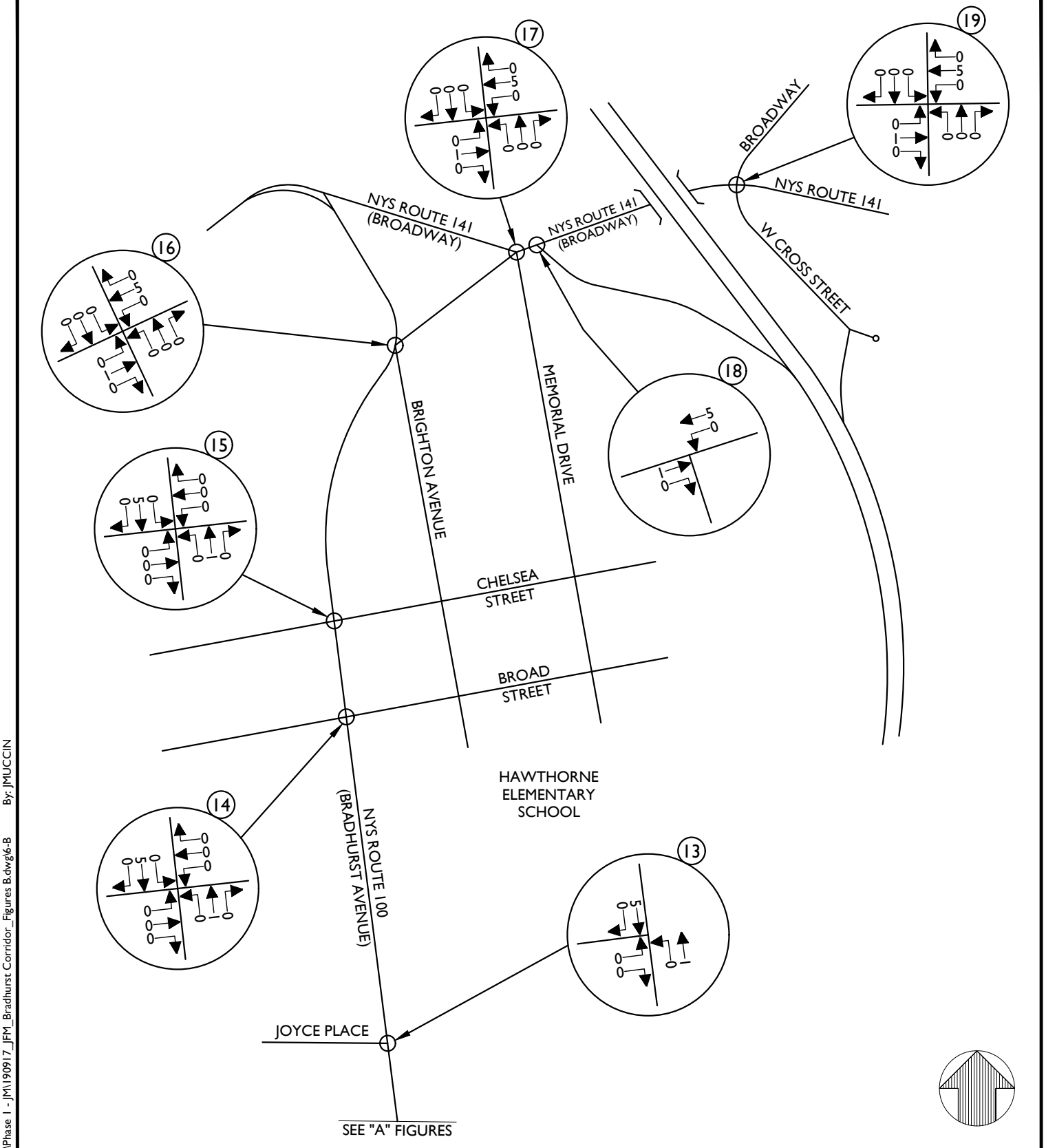
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 6-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

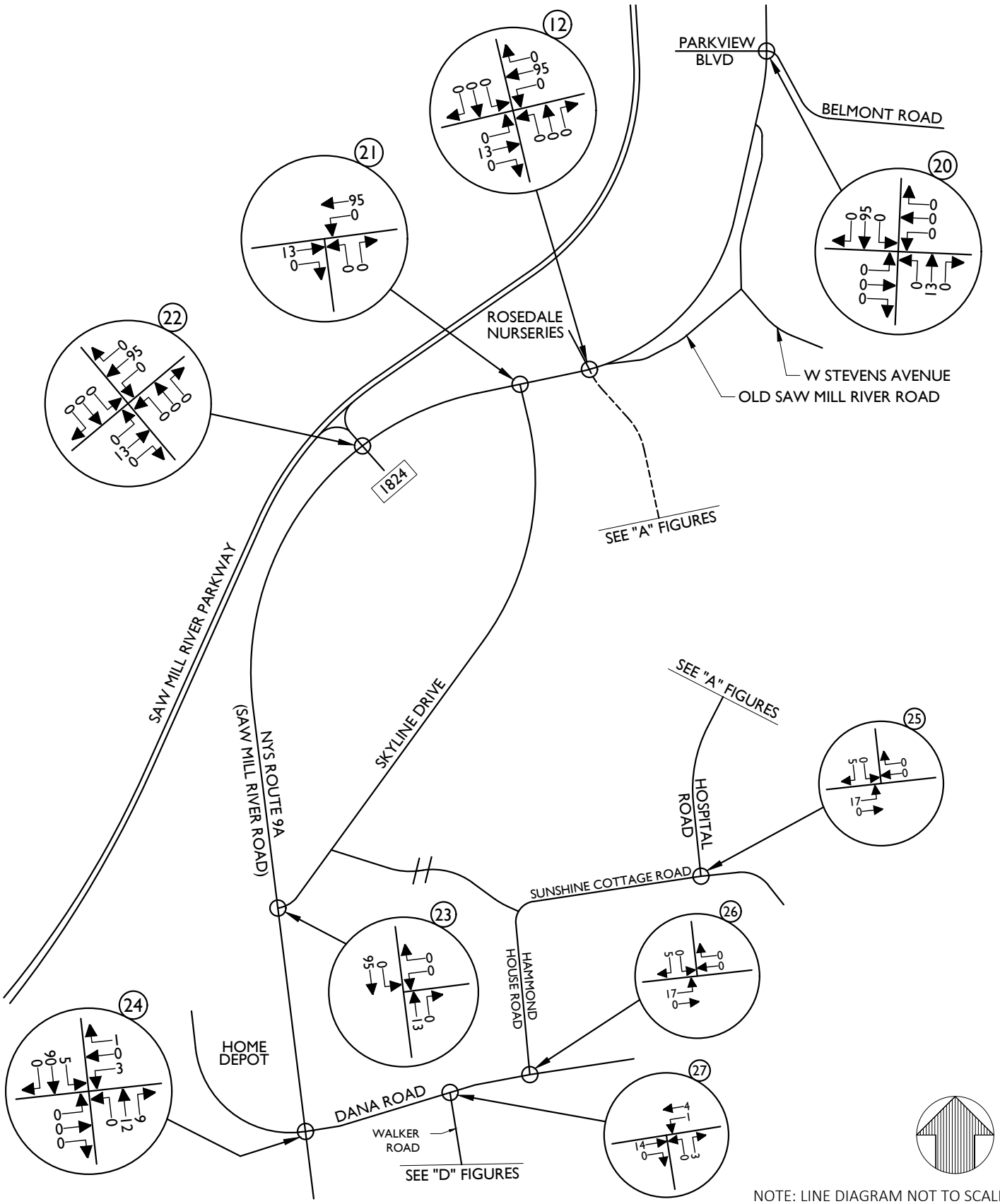
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 6-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\6-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\6-C By: JMUCCIN

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

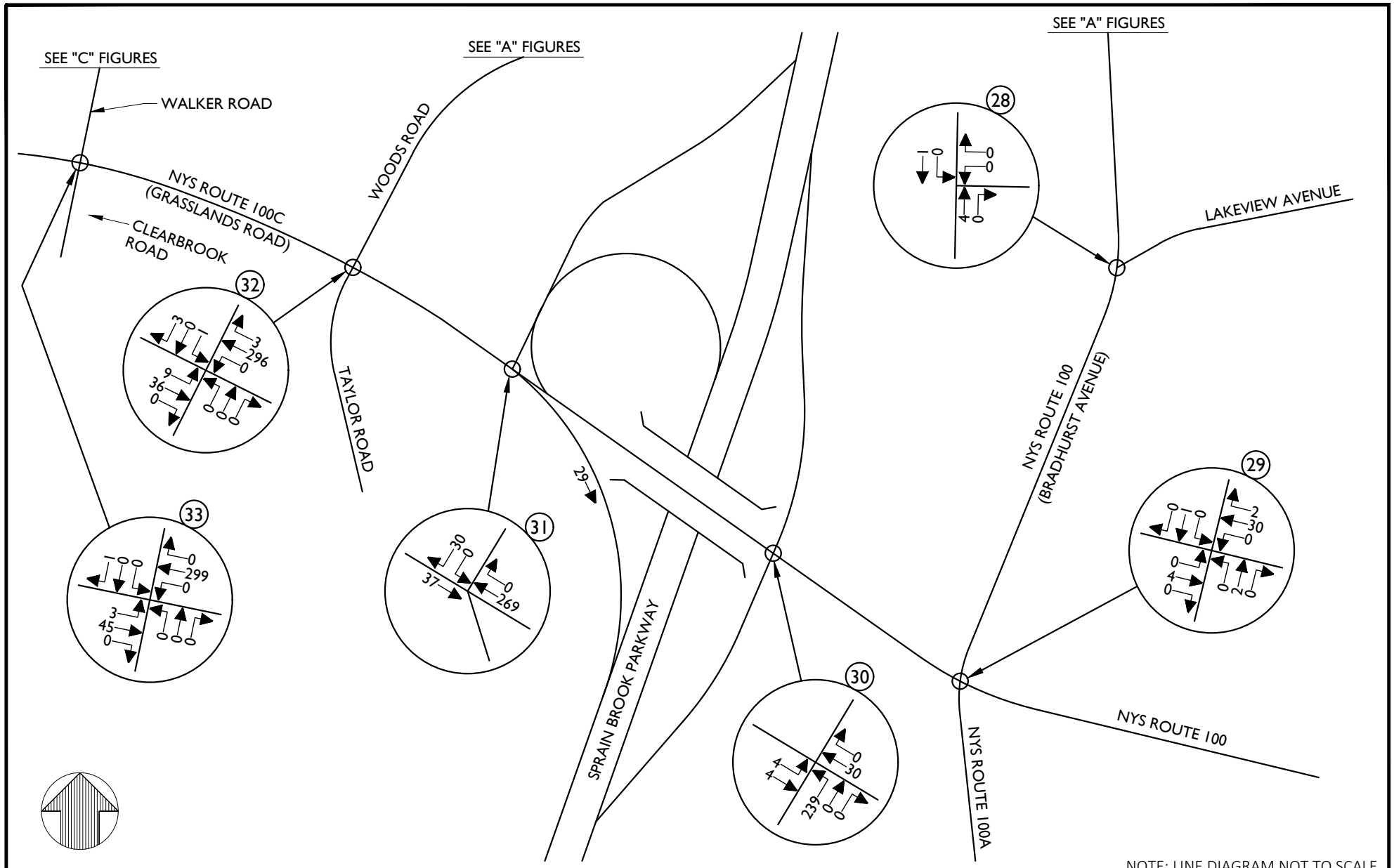
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE:
TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 6-C



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

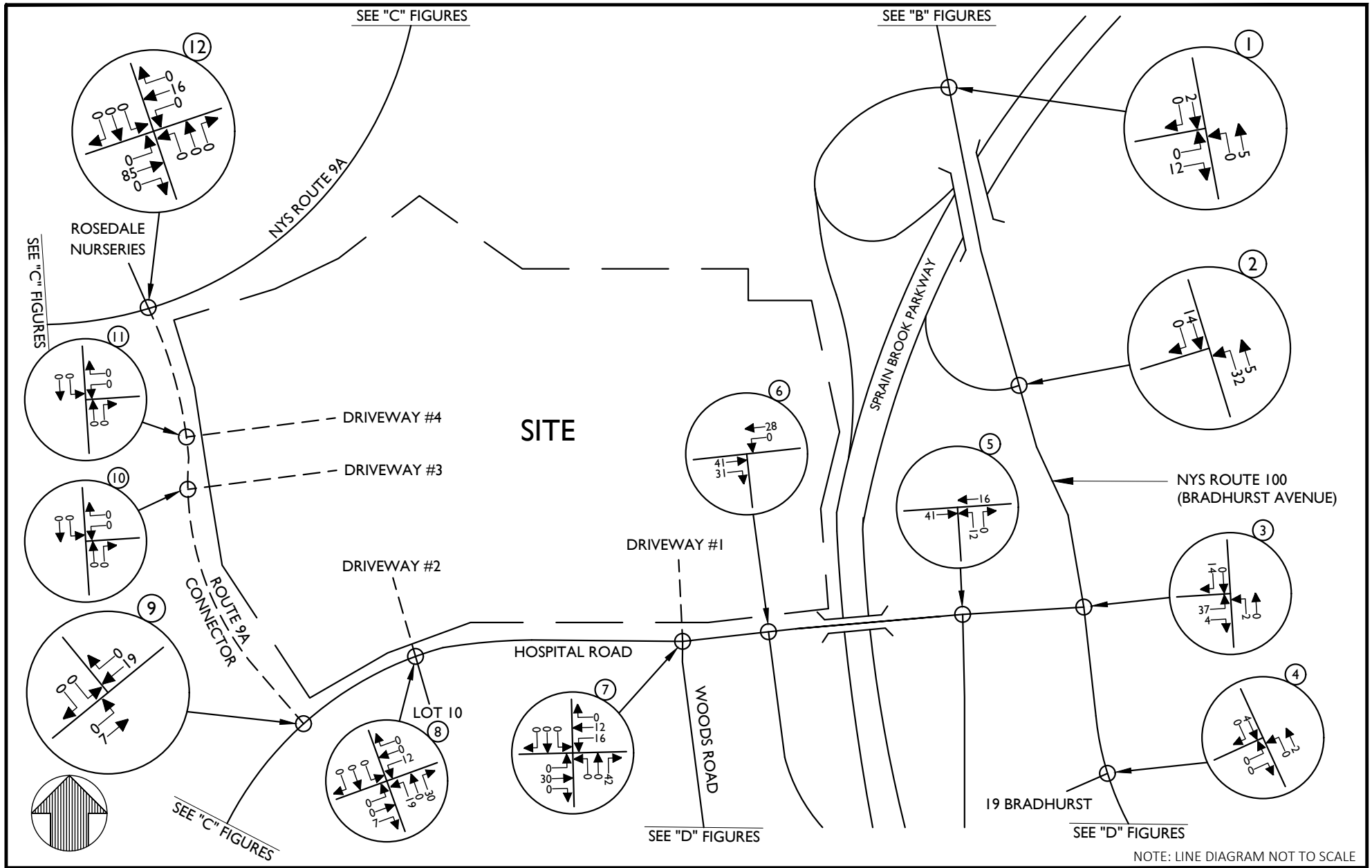
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 6-D



MASER CONSULTING P.A.
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
Red Bank, NJ · Clinton, NJ · Hamilton, NJ · Egg Harbor, NJ · Montvale, NJ · Mt. Arlington, NJ · Mt. Laurel, NJ · Albany, NY · Newburgh, NY · Weschester, NY · Columbia, MD · Lehigh Valley, PA · Exton, PA · Philadelphia, PA · Pittsburgh, PA · Tampa, FL · Orlando, FL · Miami, FL · Sterling, VA · Norfolk, VA · Albuquerque, NM · Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

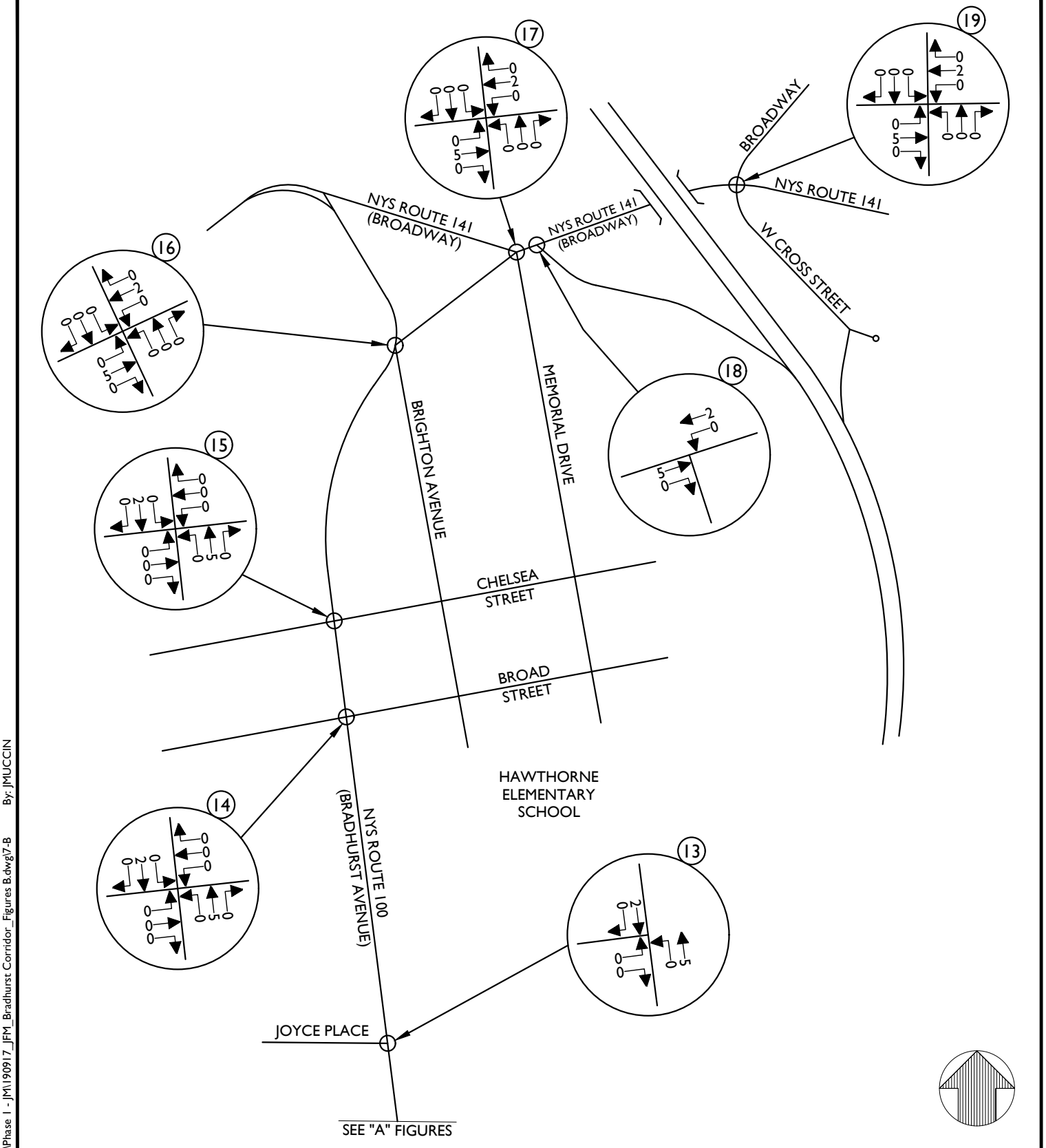
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 7-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** **Call** before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

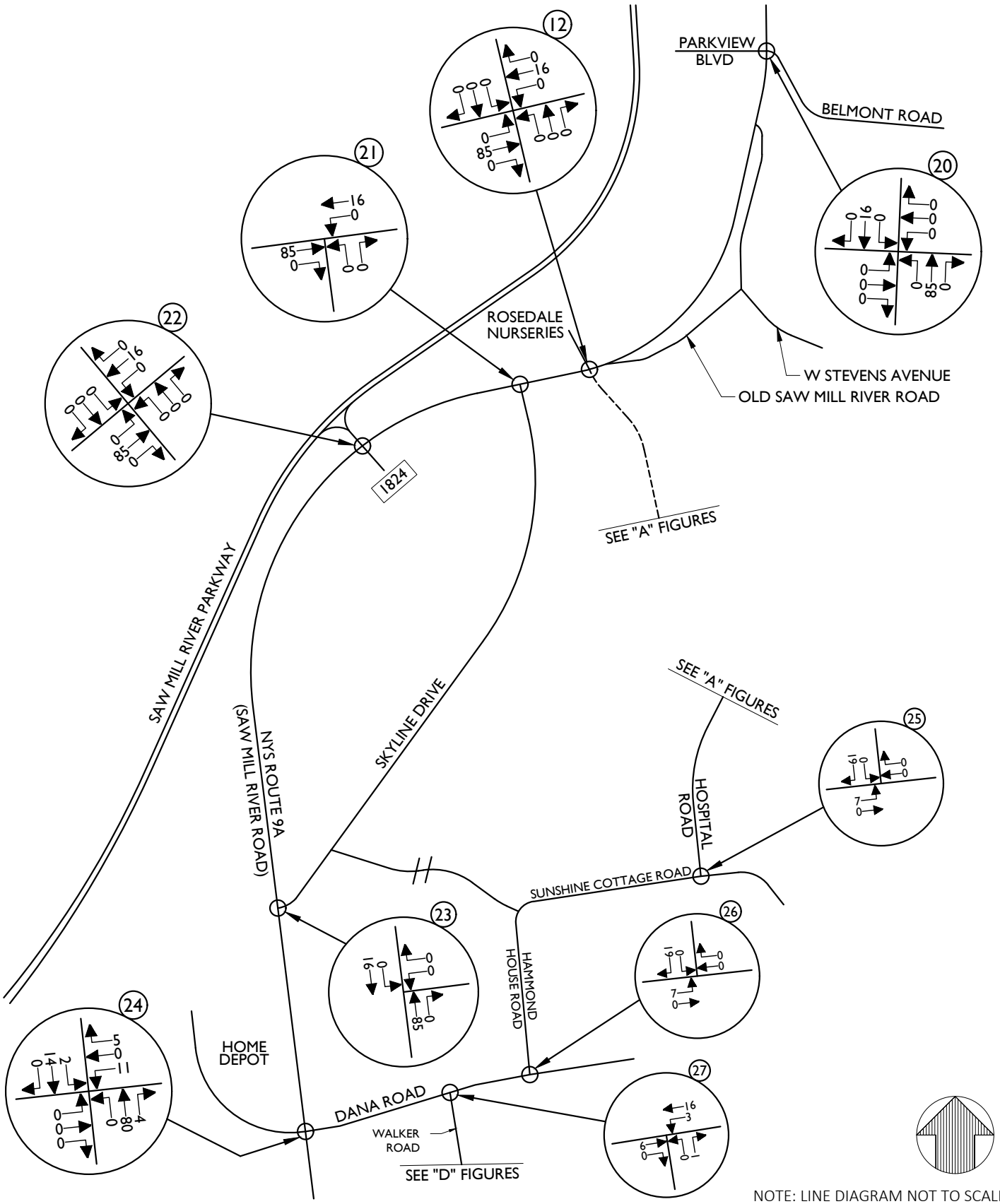
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 7-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\7-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019, Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

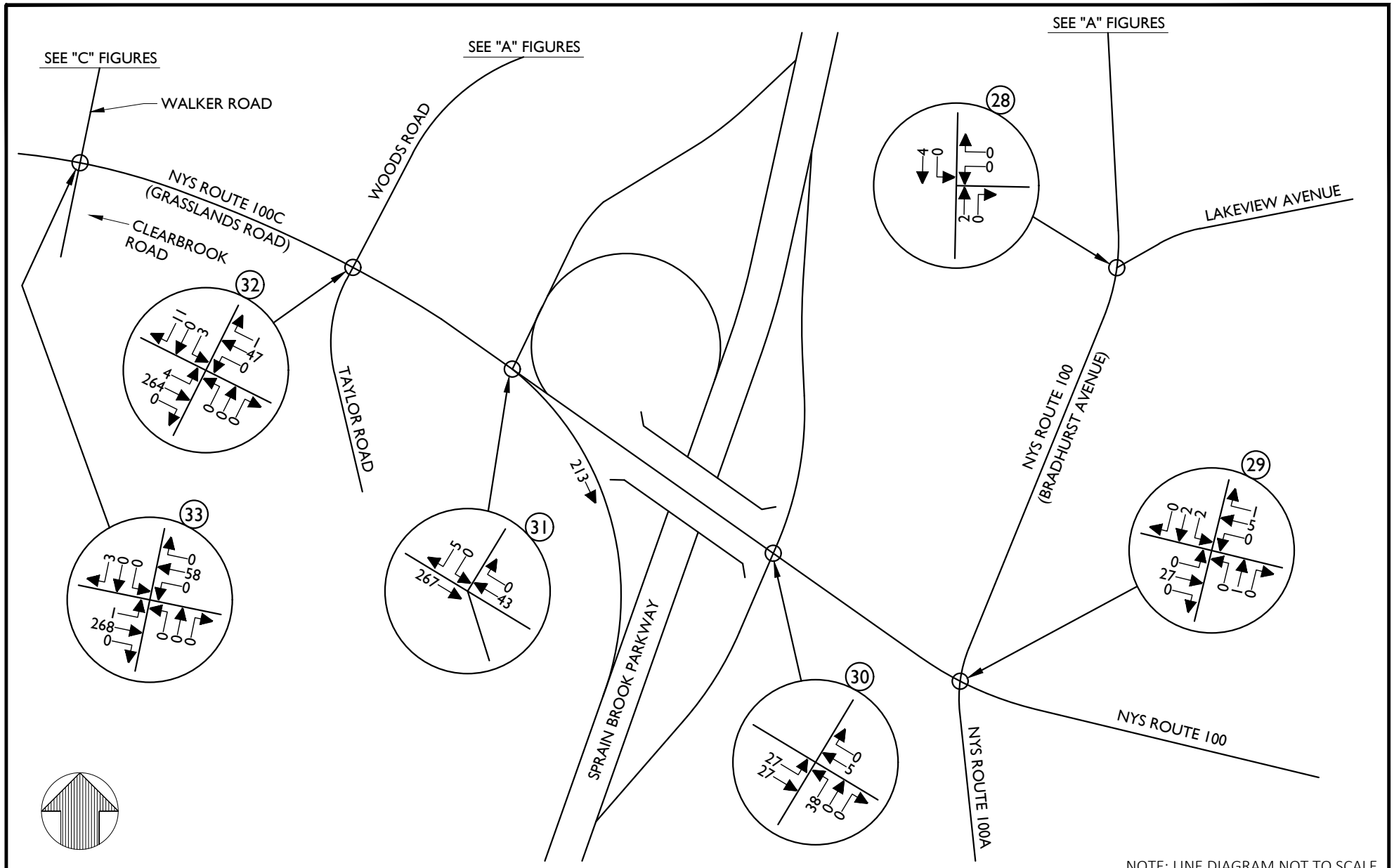
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 7-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\7-C By: JMUCCIN



MASER CONSULTING P.A.
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

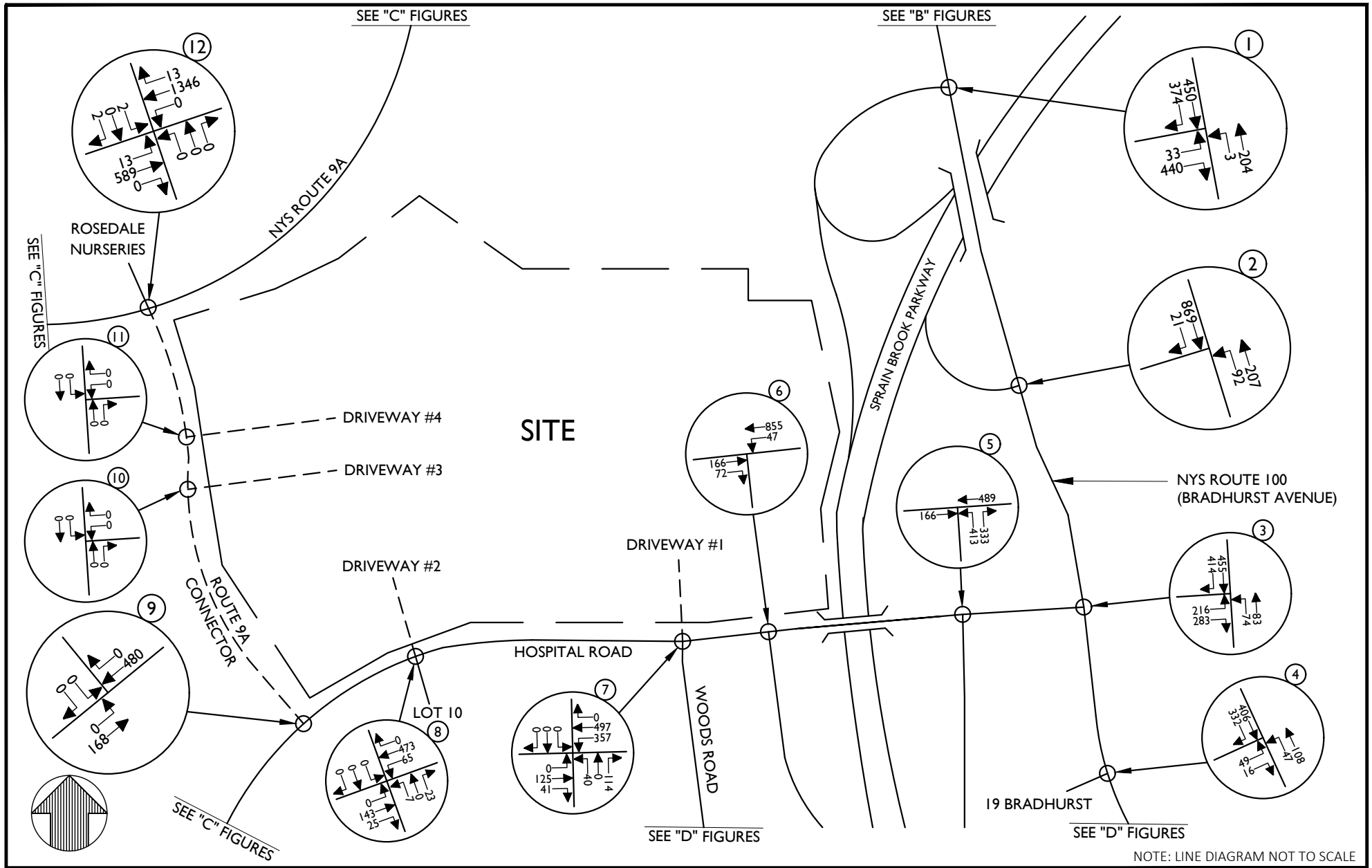
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_TFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
TOTAL OTHER DEVELOPMENT TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 7-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

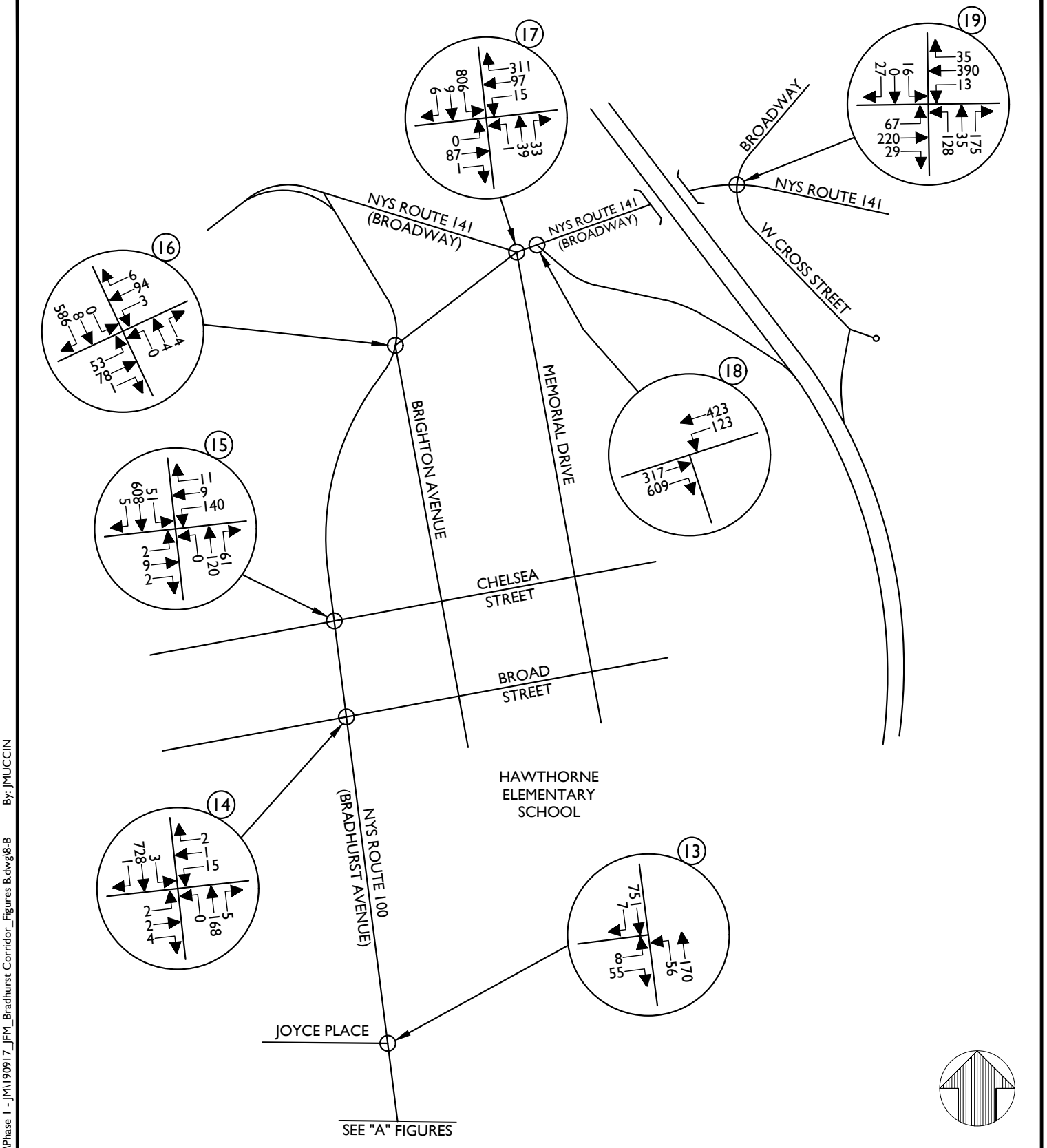
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 8-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** **Call** before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

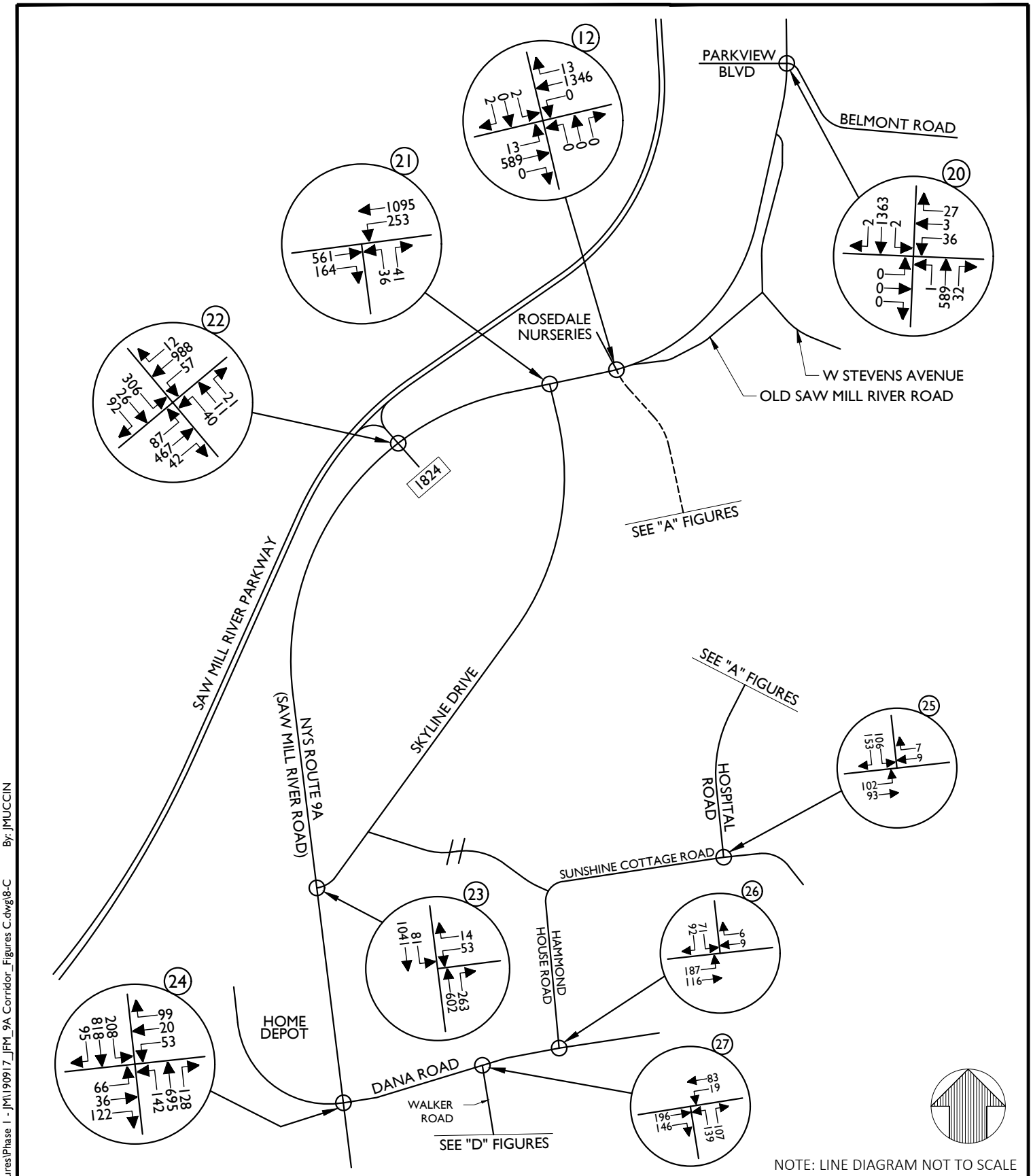
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 8-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg 8-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

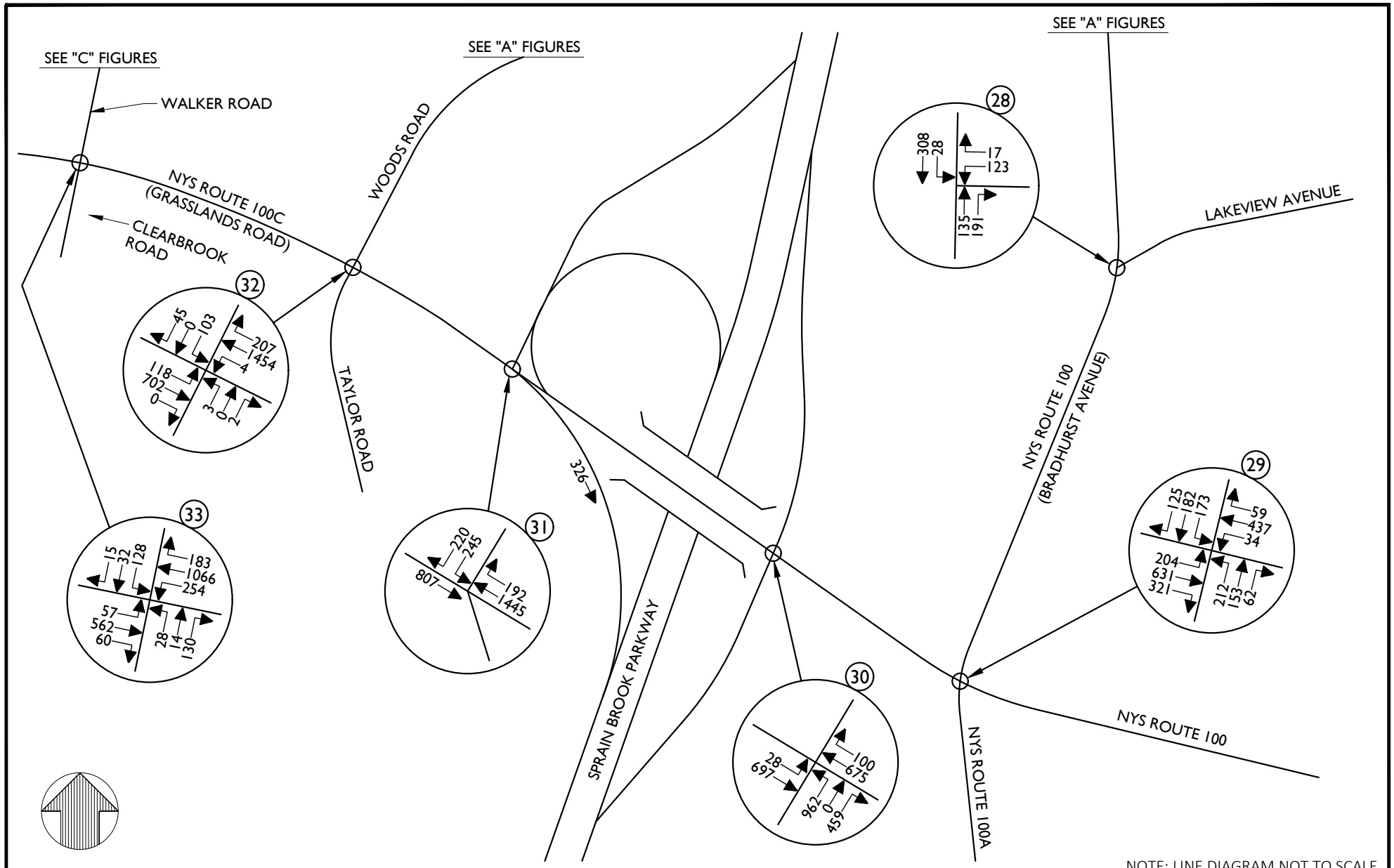
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE:
2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 8-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\8-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

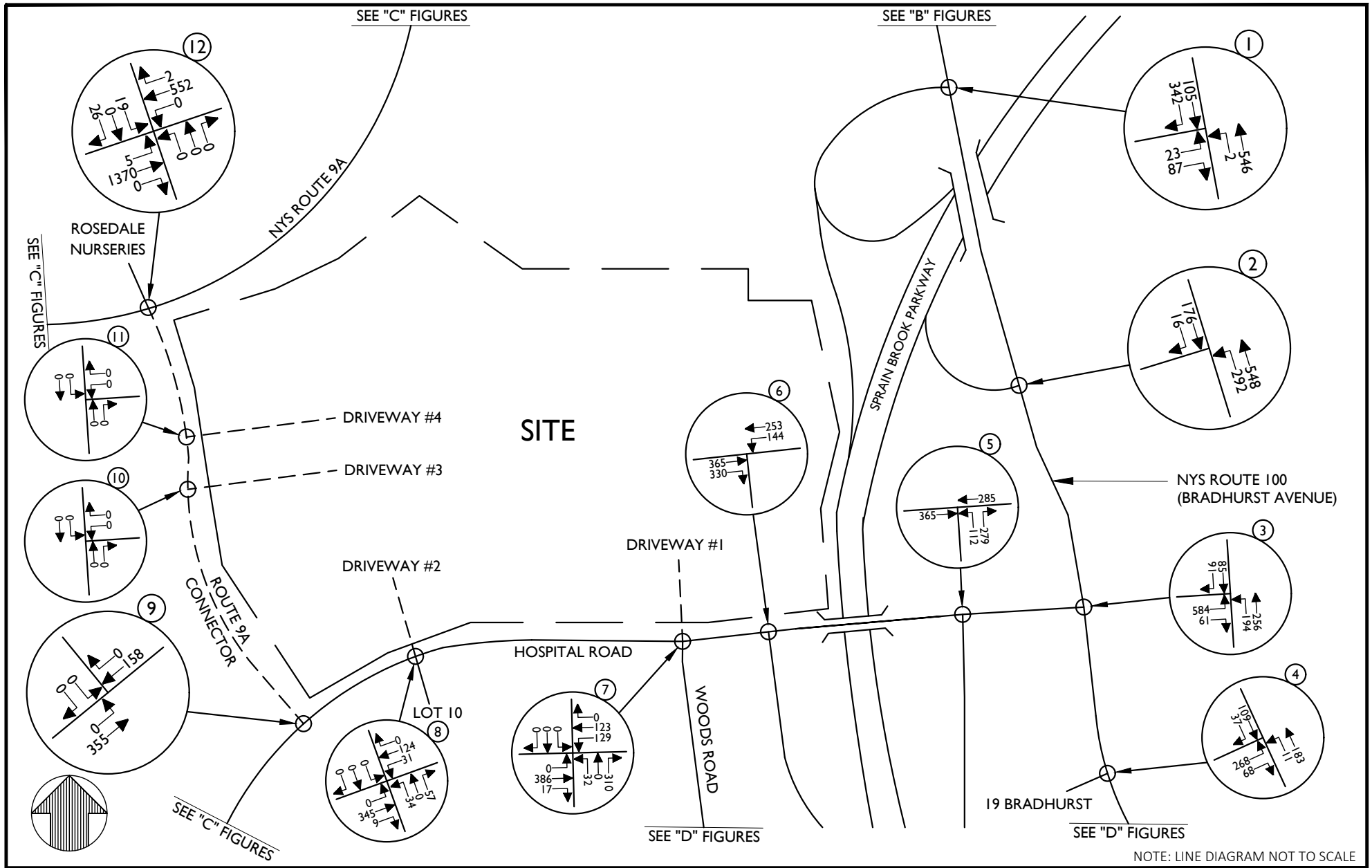
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 8-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

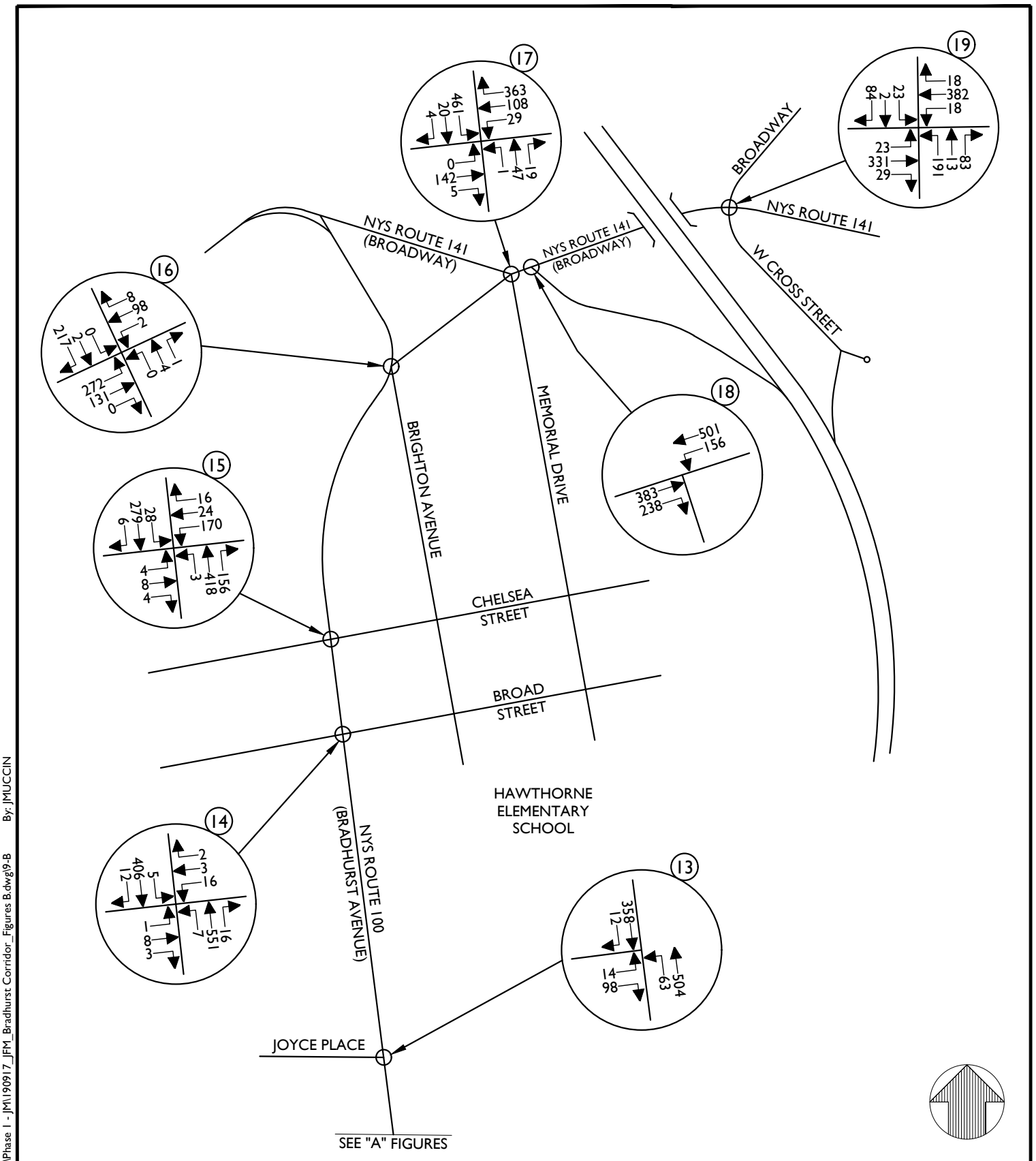
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 9-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** **Call** before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

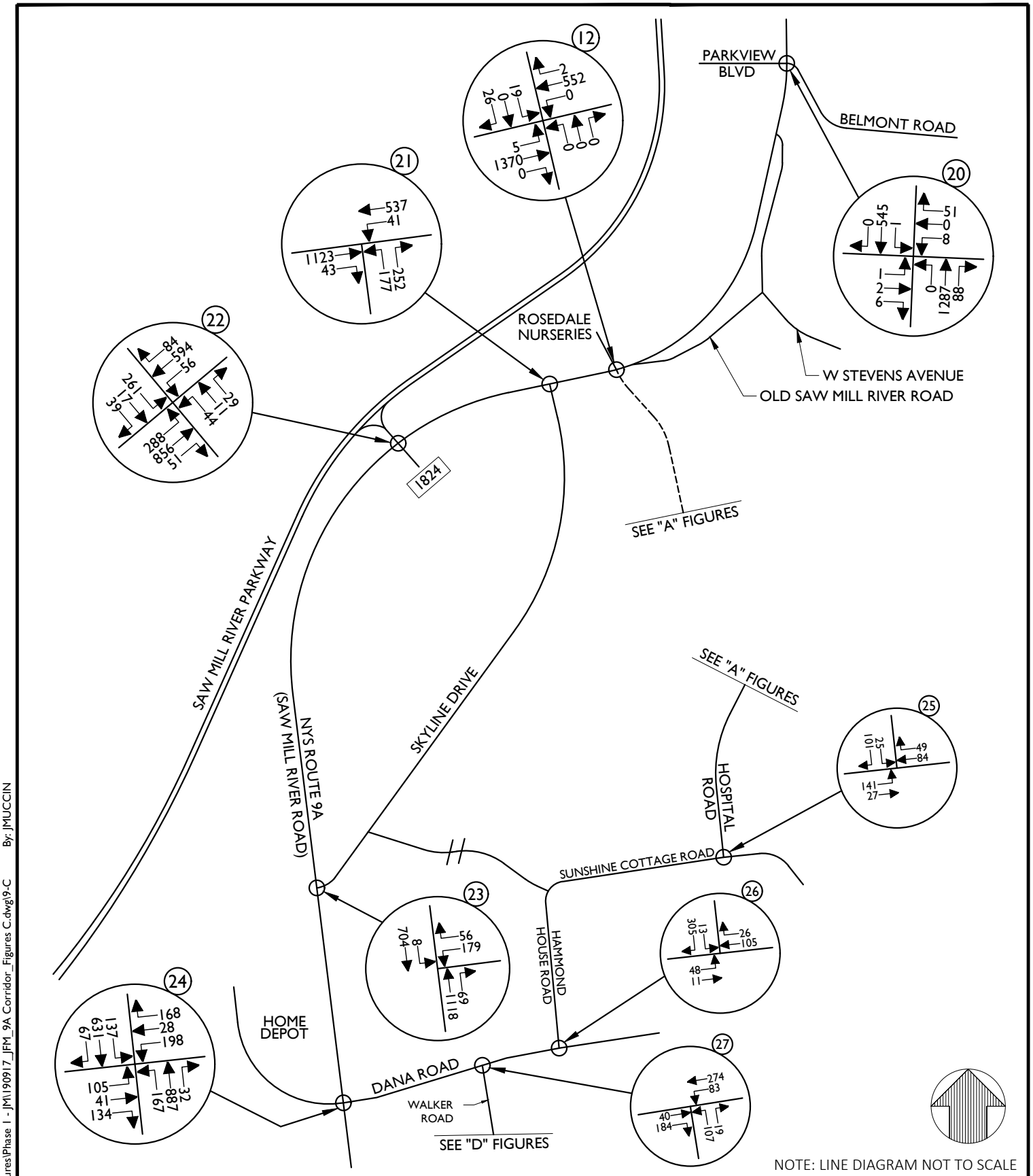
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 9-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\9-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Monroe, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019, Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

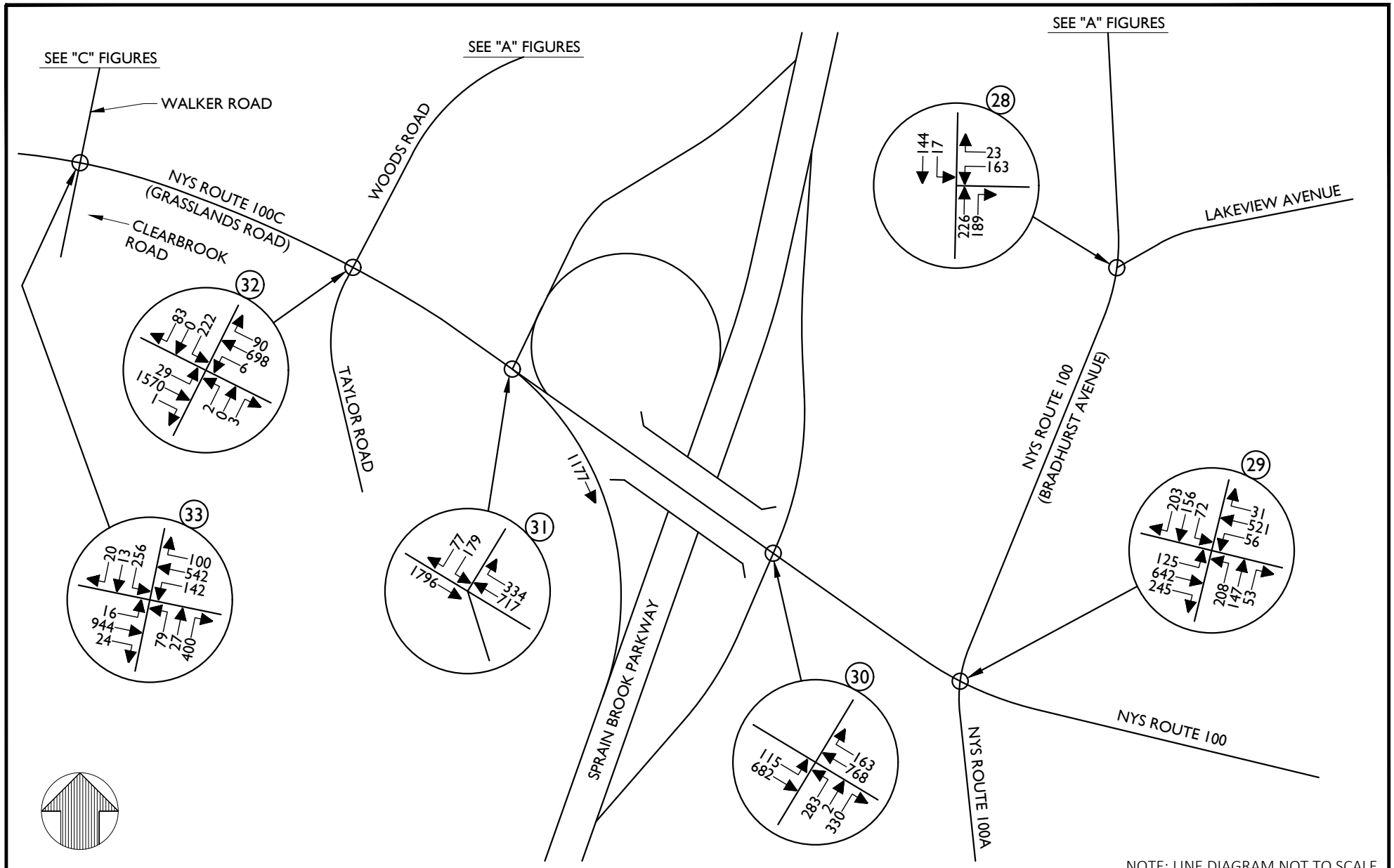
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE:
2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 9-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\9-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

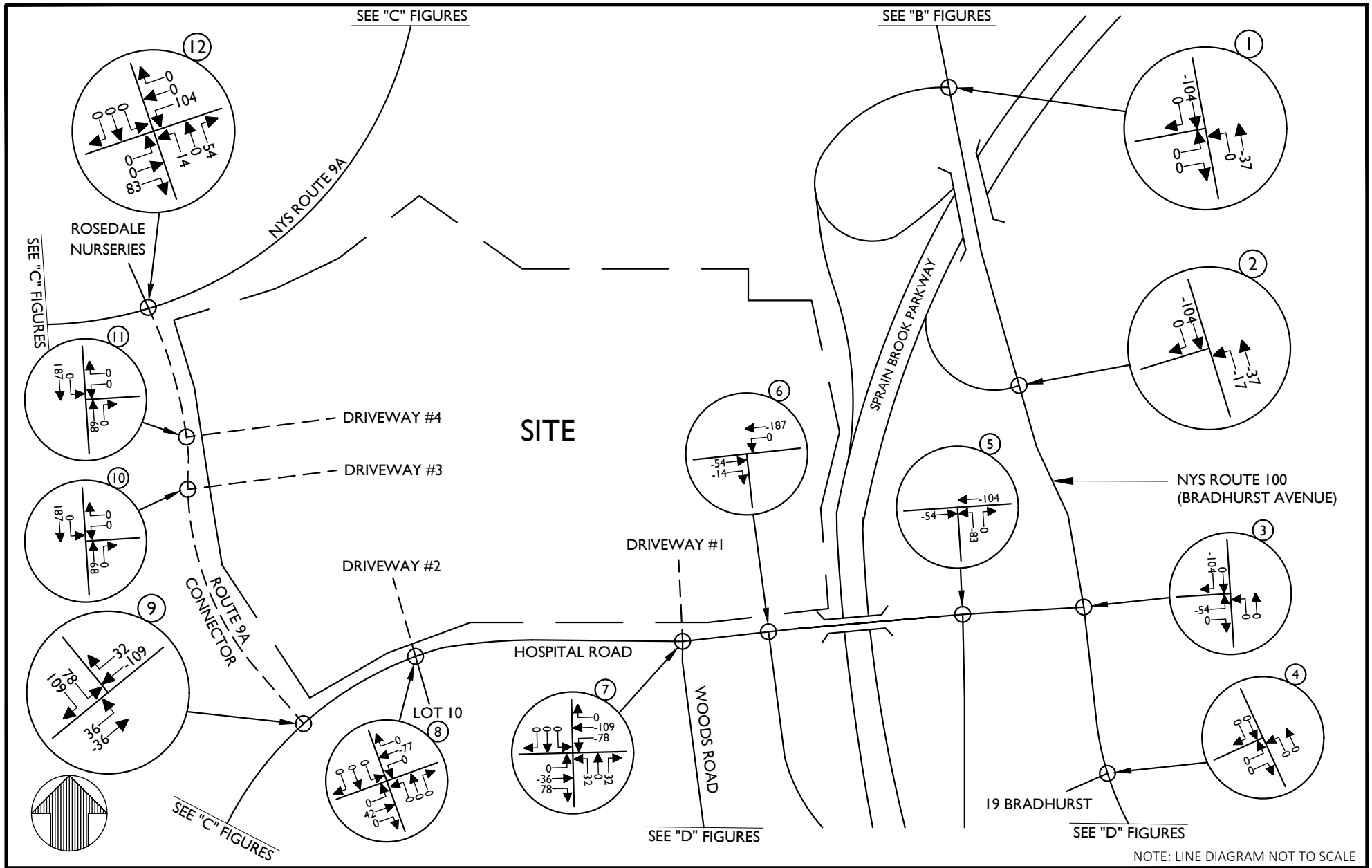
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 9-D



MASER CONSULTING P.A.
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
Red Bank, NJ · Clinton, NJ · Hamilton, NJ · Egg Harbor, NJ · Montvale, NJ · Mt. Arlington, NJ · Mt. Laurel, NJ · Albany, NY · Newburgh, NY · Weschester, NY · Columbia, MD · Lehigh Valley, PA · Exton, PA · Philadelphia, PA · Pittsburgh, PA · Tampa, FL · Orlando, FL · Miami, FL · Sterling, VA · Norfolk, VA · Albuquerque, NM · Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

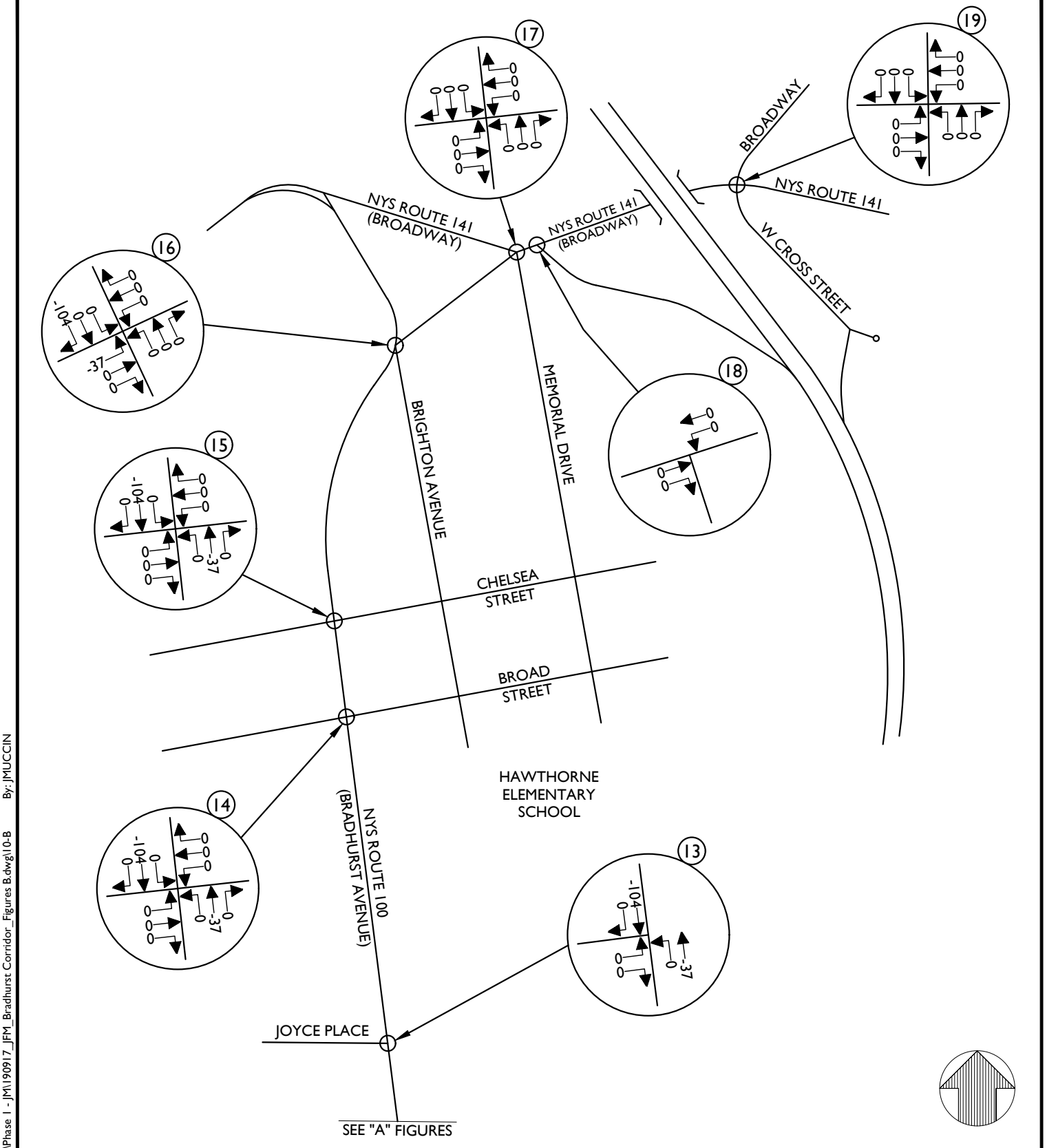
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
PROPOSED ROUTE 9A
CONNECTOR DIVERSIONS
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 10-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

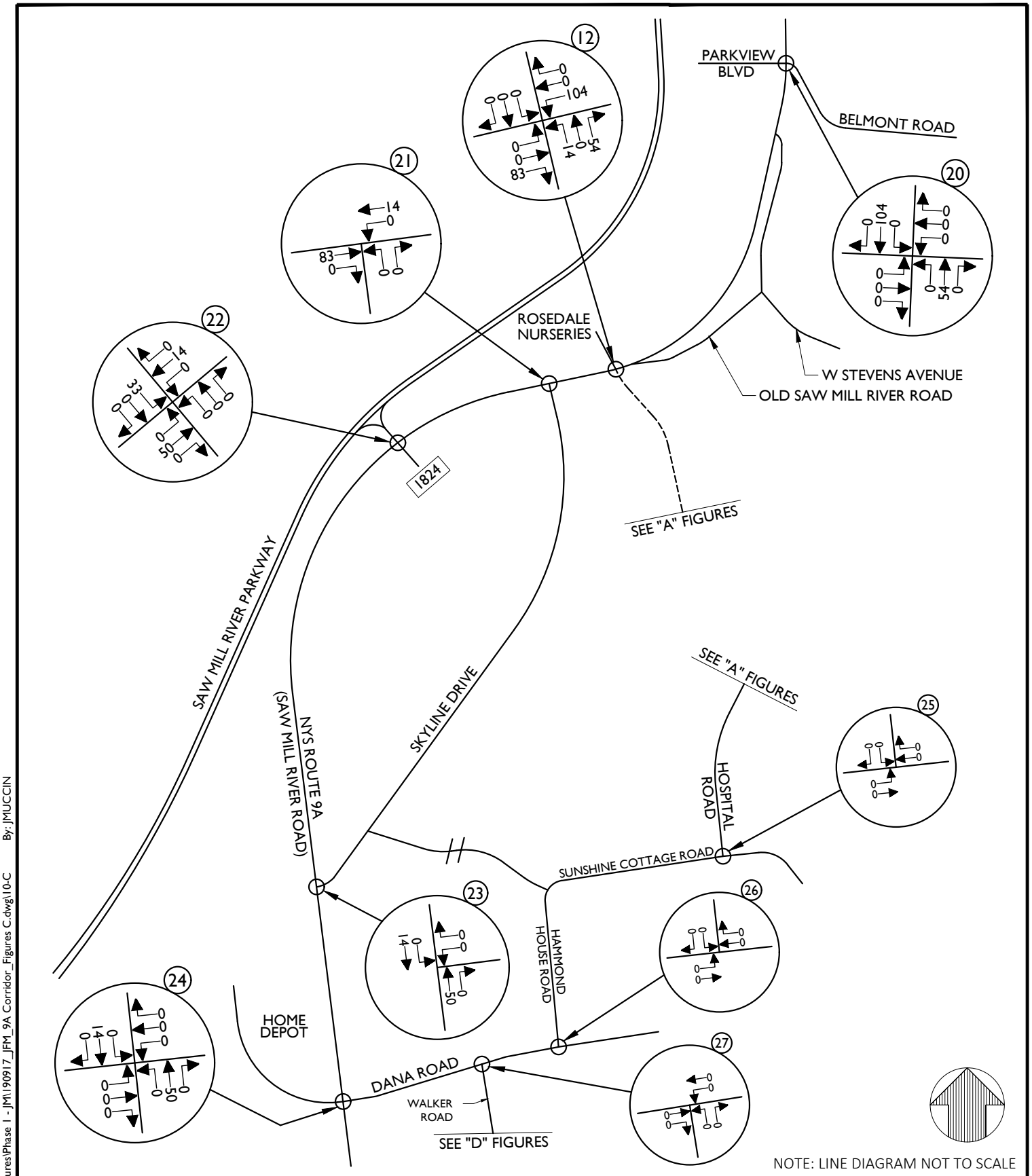
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
PROPOSED ROUTE 9A
CONNECTOR DIVERSIONS
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 10-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\10-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** **Call** before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

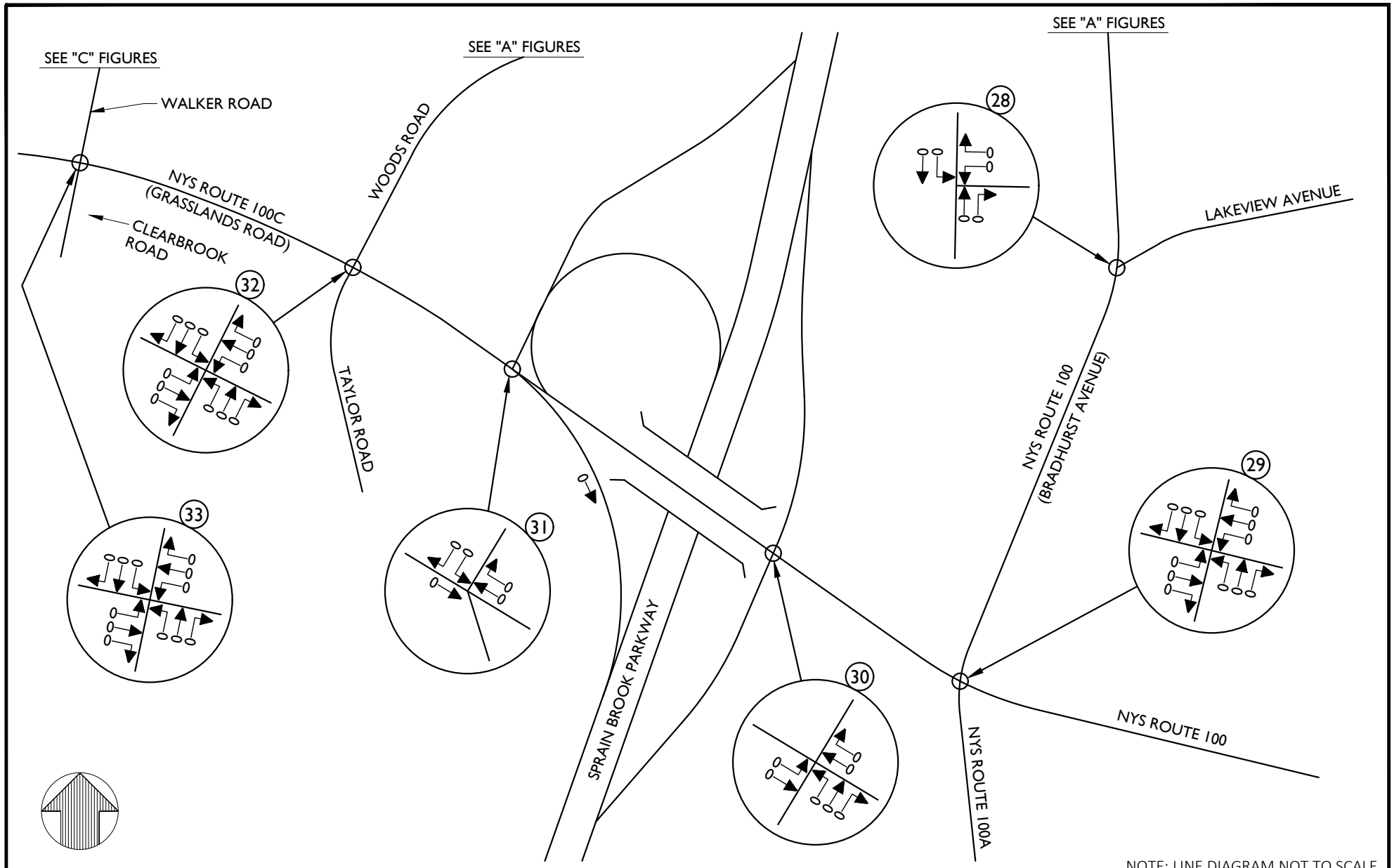
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE:
PROPOSED ROUTE 9A
CONNECTOR DIVERSIONS
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 10-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\10-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

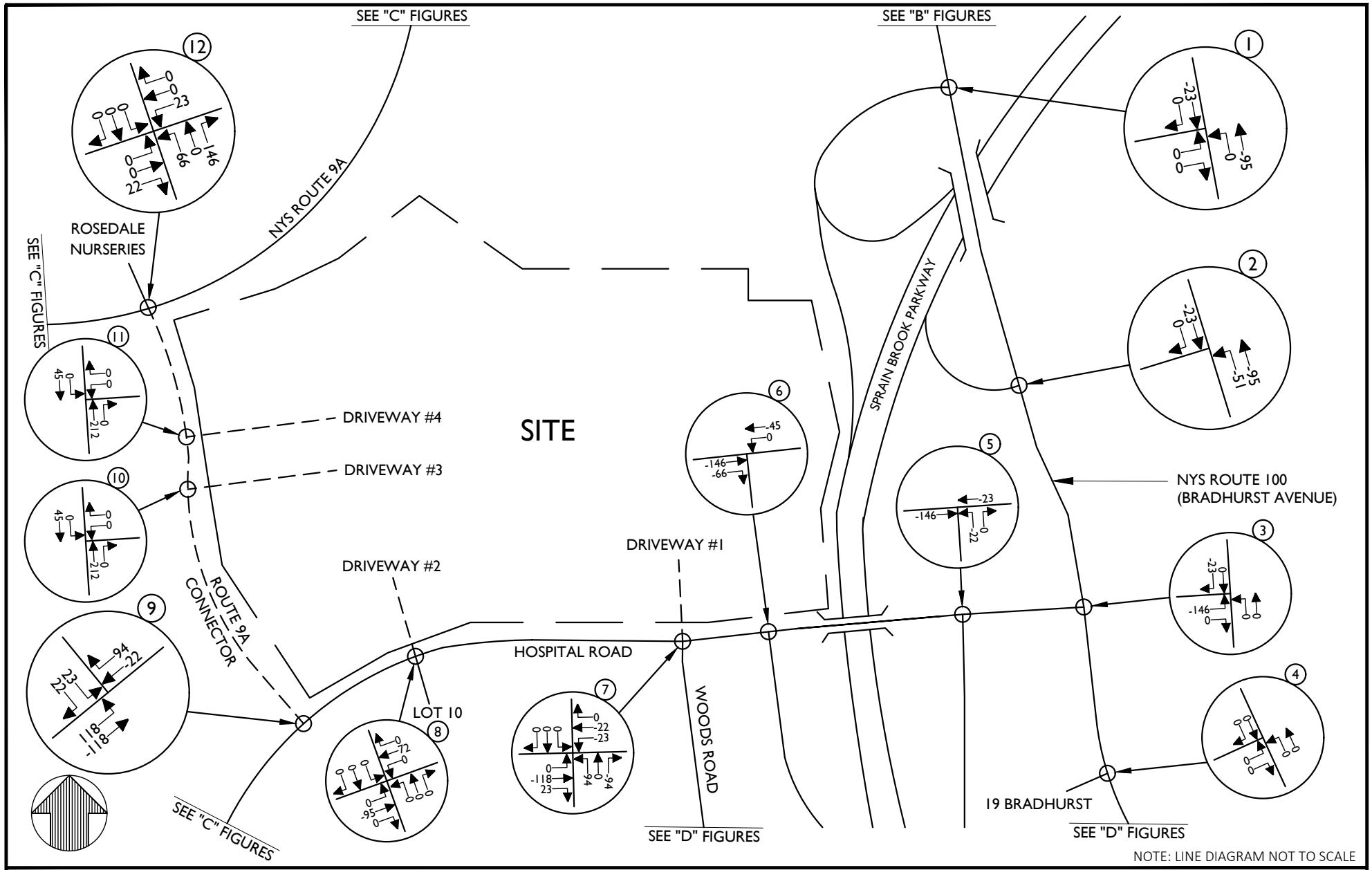
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM_100C CORRIDOR_FIGURES_D

SHEET TITLE:
PROPOSED ROUTE 9A CONNECTOR DIVERSIONS WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 10-D



MASER CONSULTING P.A.
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I
Office Locations:
Red Bank, NJ · Clinton, NJ · Hamilton, NJ · Egg Harbor, NJ · Montvale, NJ · Mt. Arlington, NJ · Mt. Laurel, NJ · Albany, NY · Newburgh, NY · Weschester, NY · Columbia, MD · Lehigh Valley, PA · Exton, PA · Philadelphia, PA · Pittsburgh, PA · Tampa, FL · Orlando, FL · Miami, FL · Sterling, VA · Norfolk, VA · Albuquerque, NM · Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

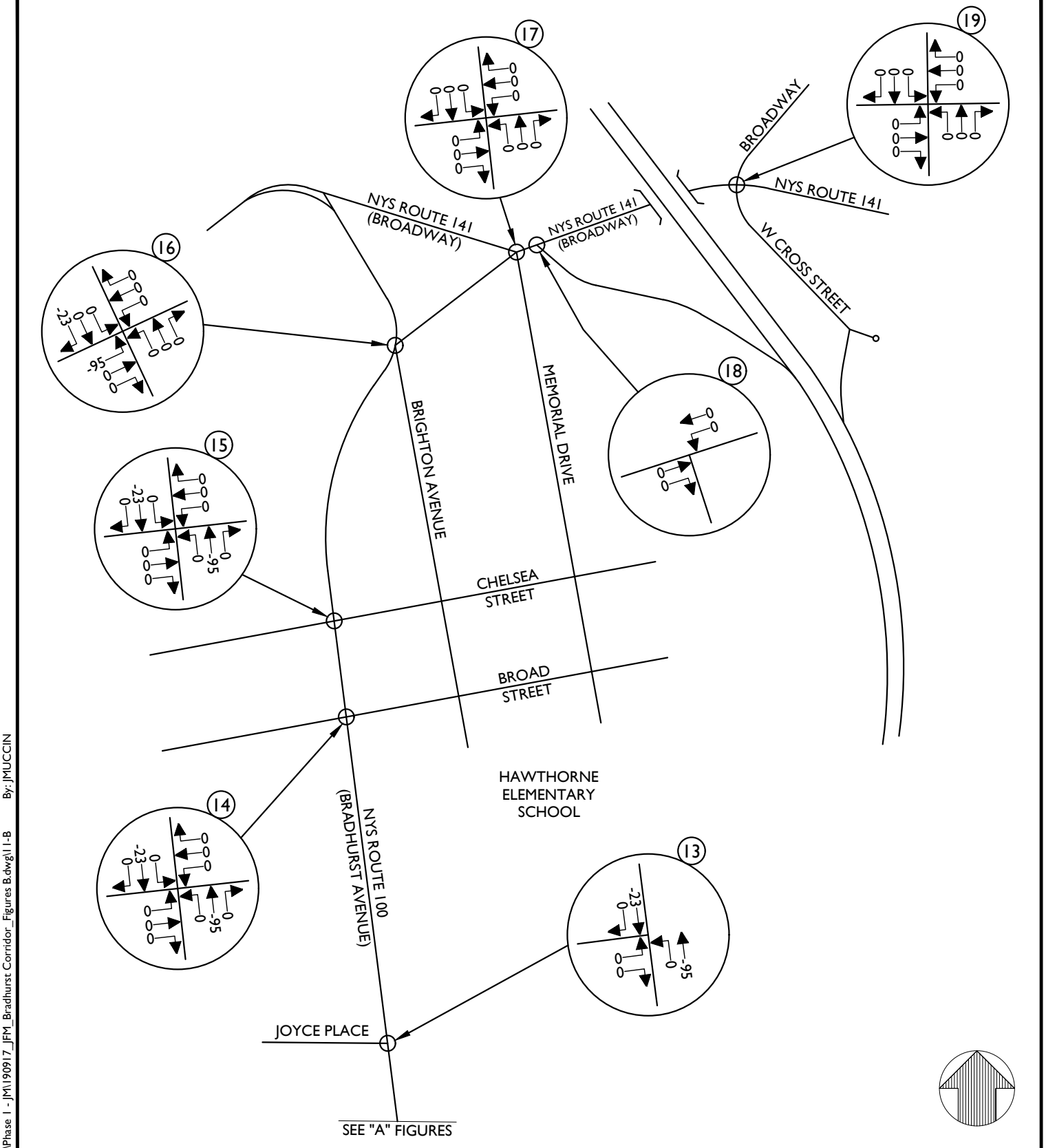
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
PROPOSED ROUTE 9A
CONNECTOR DIVERSIONS
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 11-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

■ NEW JERSEY • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
■ NEW YORK • Albany • New Windsor • Westchester
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Orlando • Miami • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

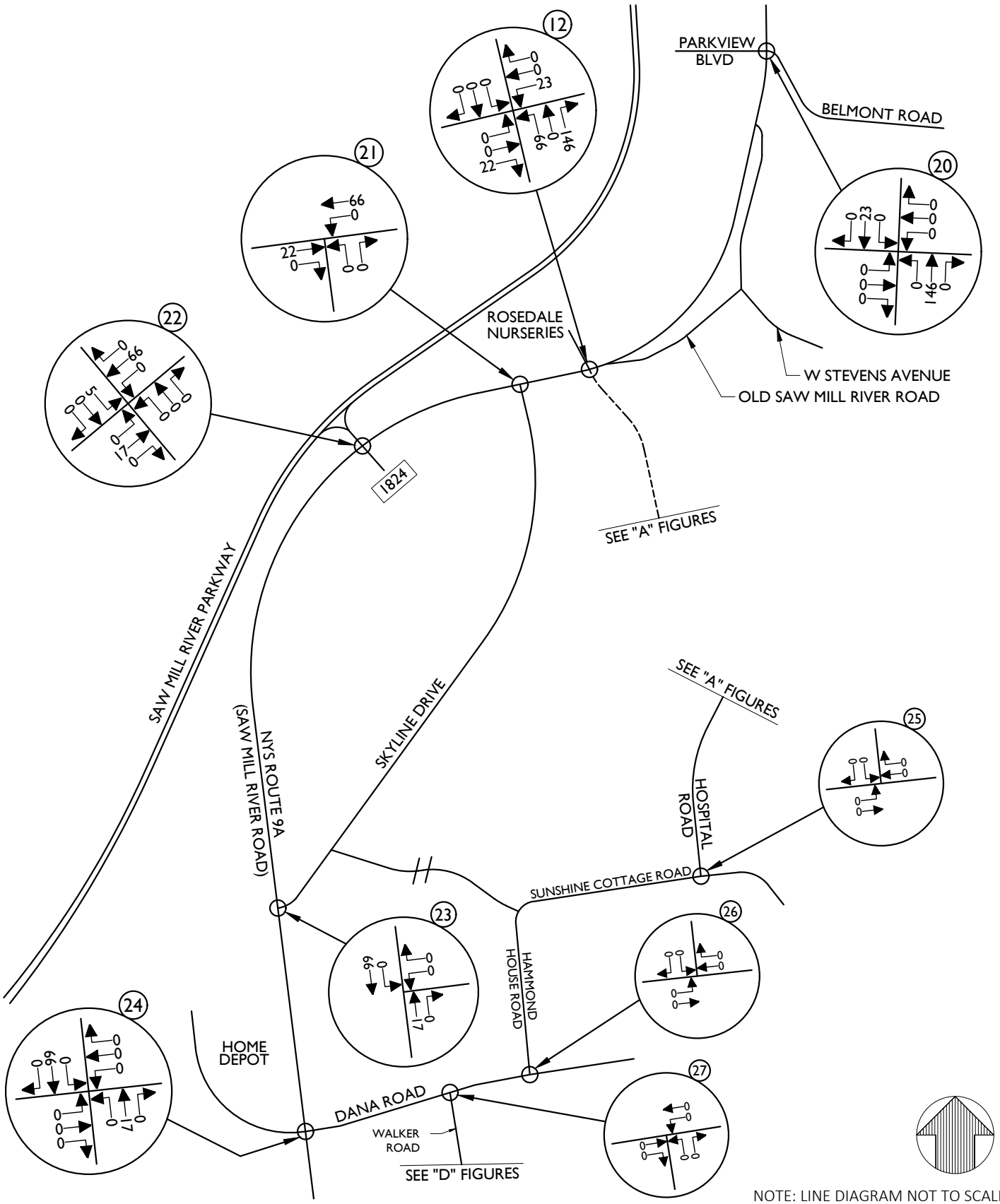
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
PROPOSED ROUTE 9A
CONNECTOR DIVERSIONS
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 11-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\11-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

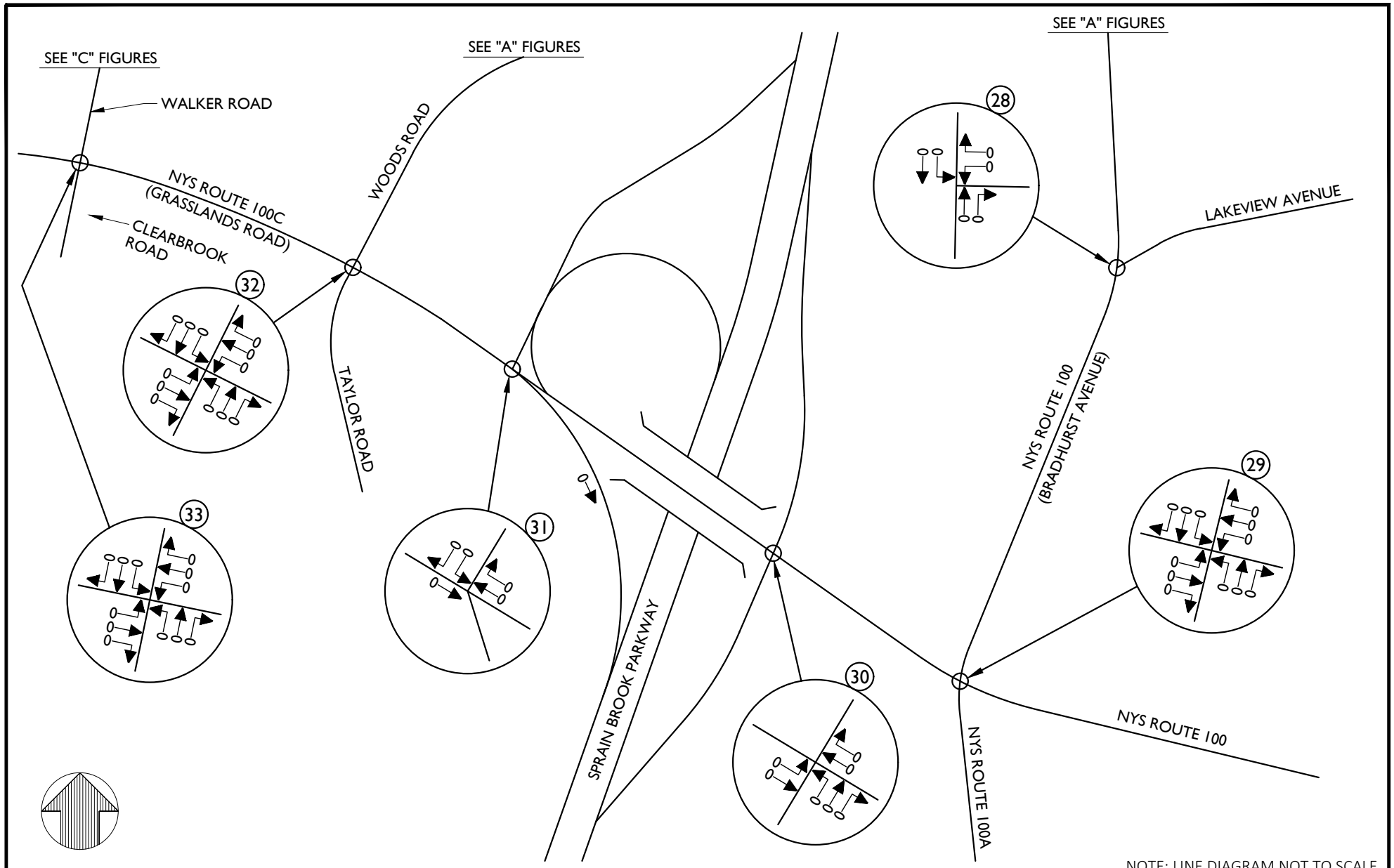
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE:
PROPOSED ROUTE 9A
CONNECTOR DIVERSIONS
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 11-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\11-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

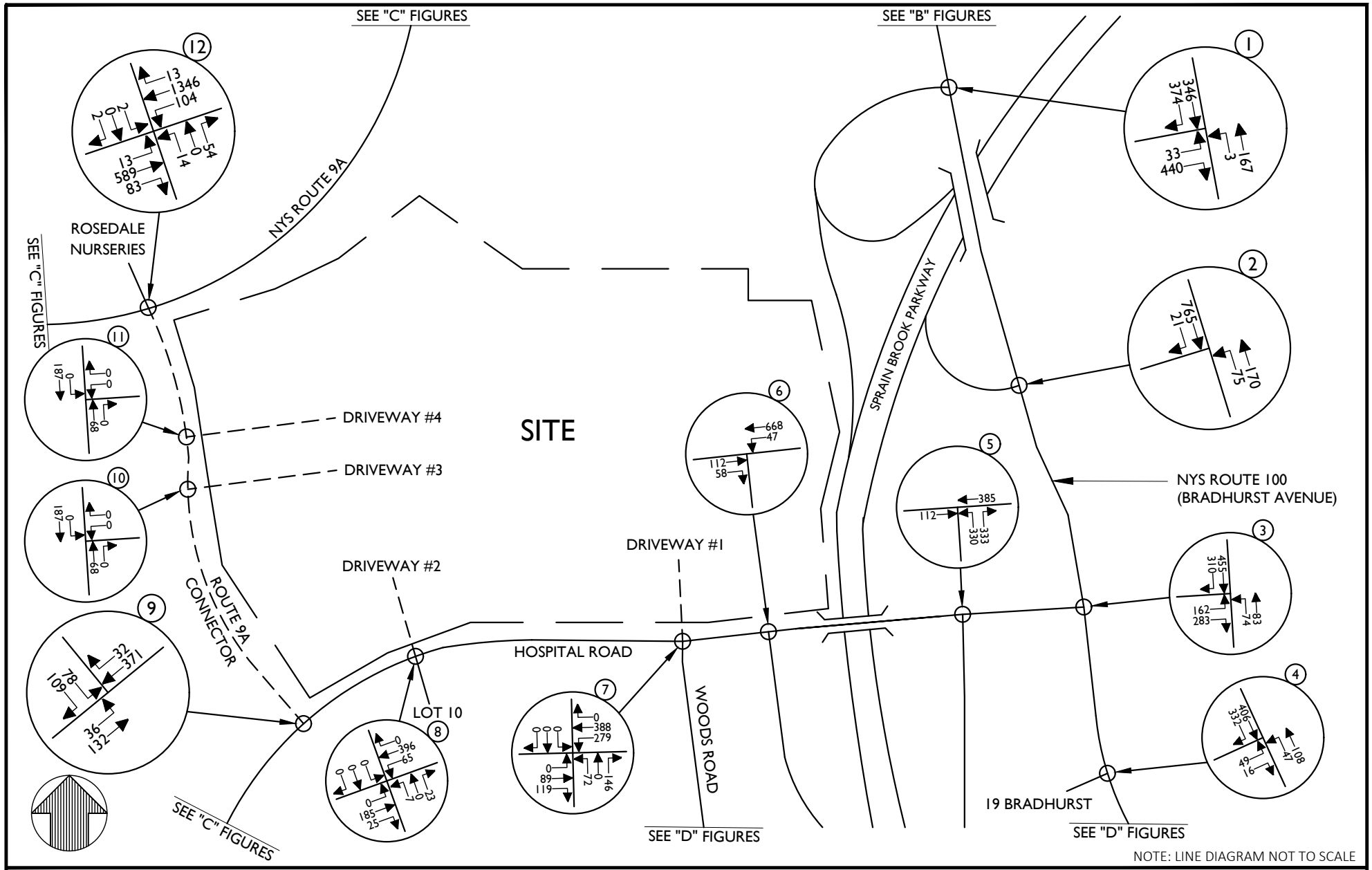
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
PROPOSED ROUTE 9A CONNECTOR DIVERSIONS WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 11-D



MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

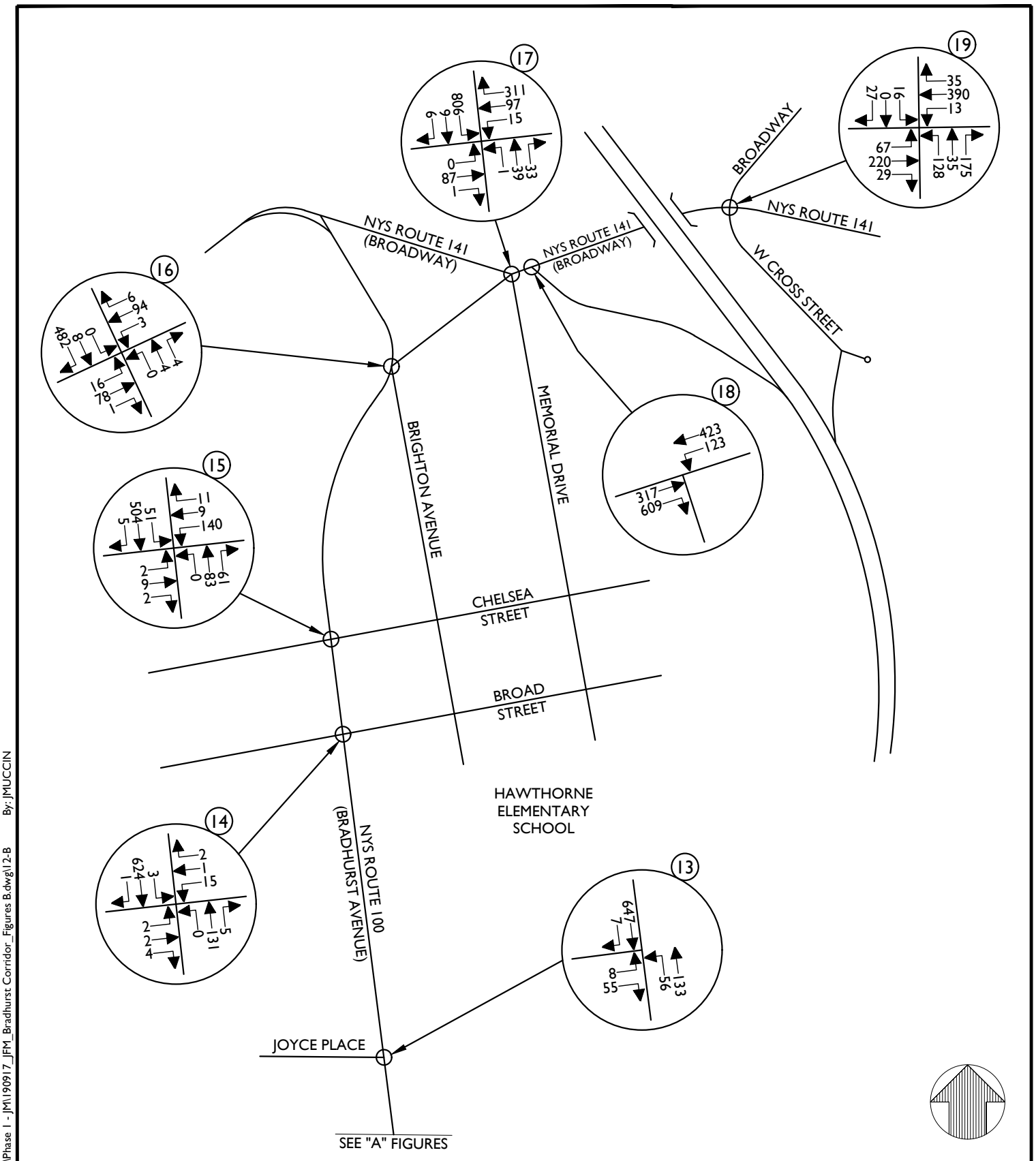
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
2024 NO-BUILD TRAFFIC VOLUMES W/PROPOSED ROUTE 9A CONNECTOR WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 12-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

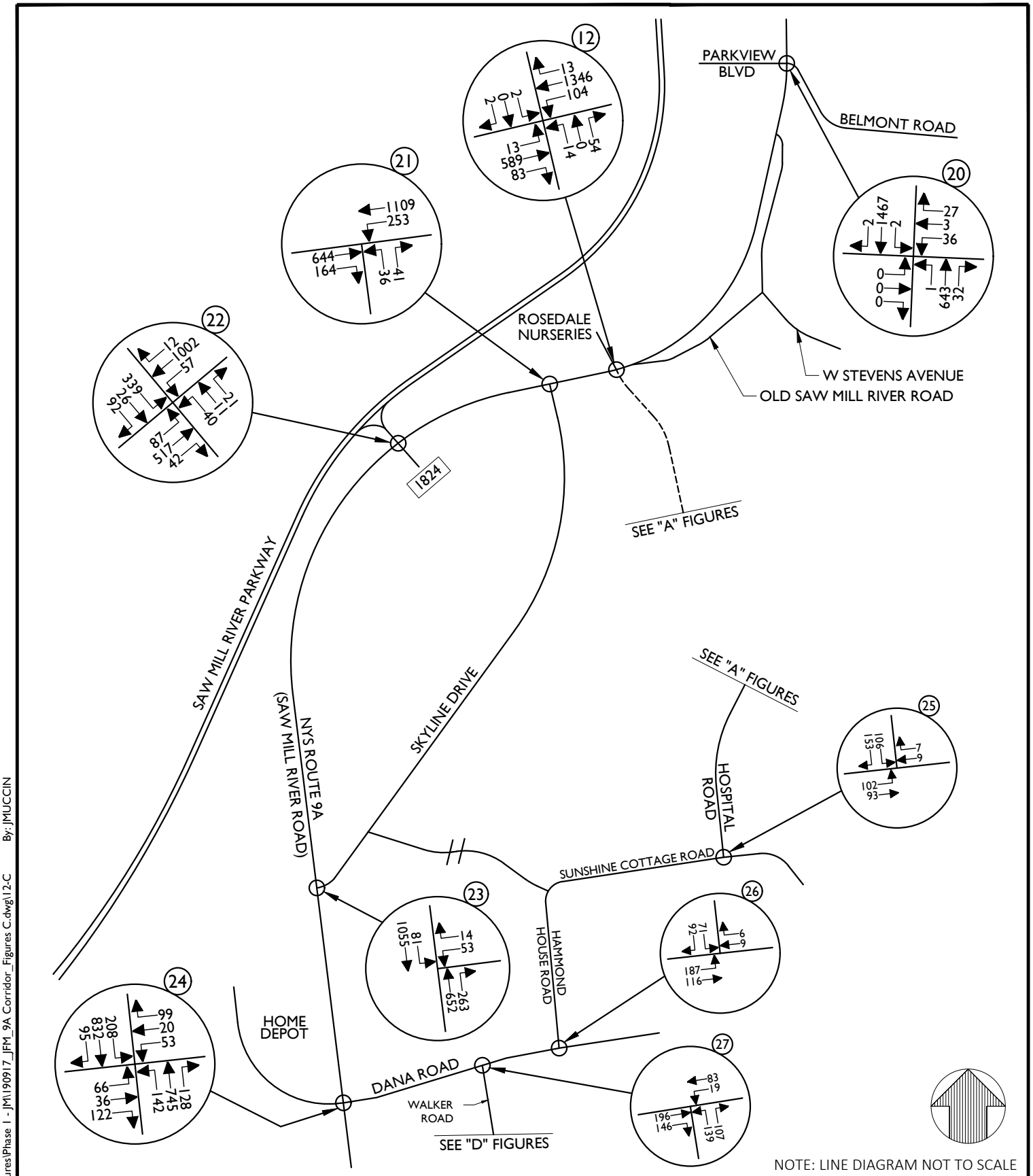
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
2024 NO-BUILD TRAFFIC VOLUMES
W/PROPOSED ROUTE 9A CONNECTOR
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 12-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\12-B By: JMUCCIN



MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

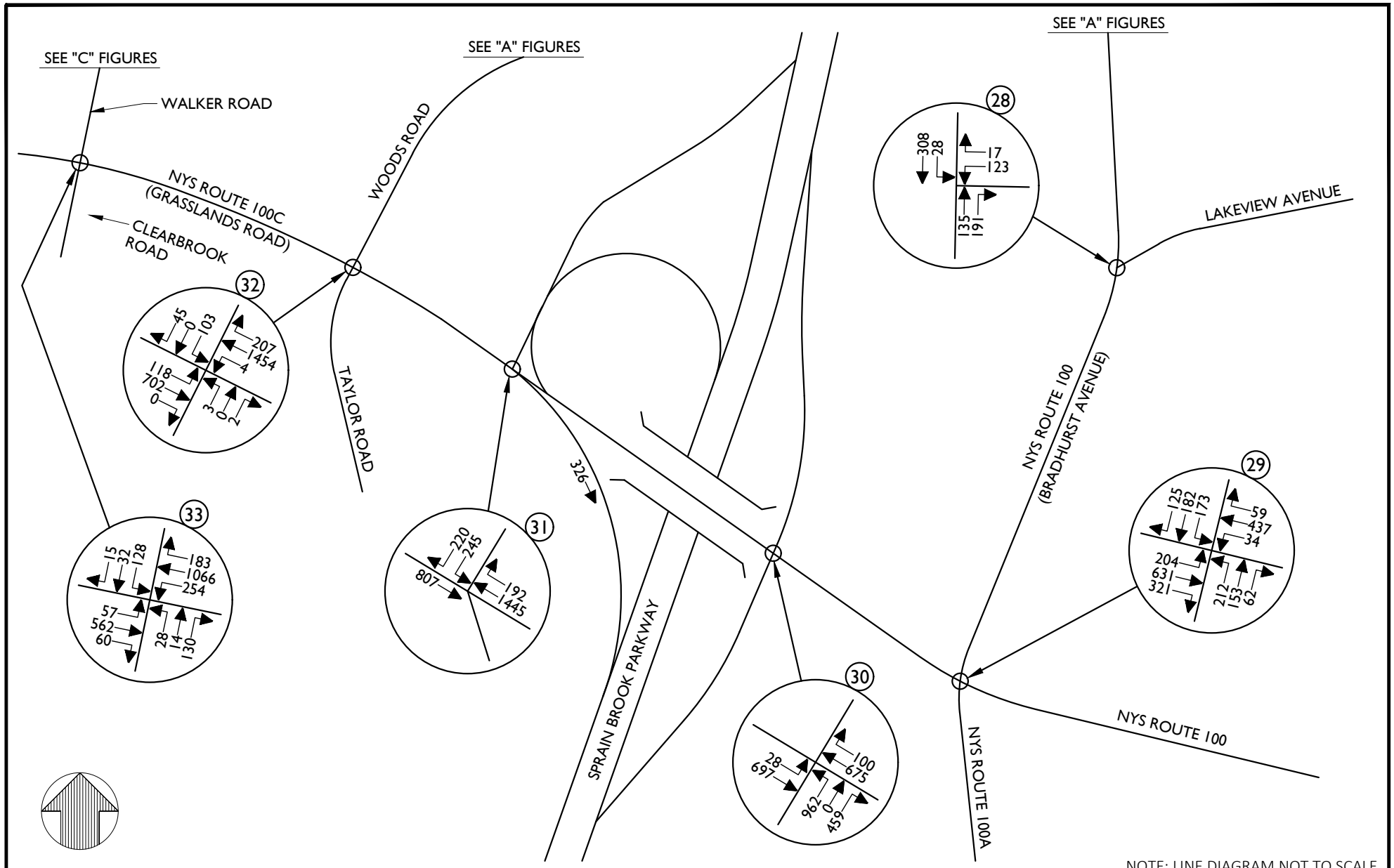
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
2024 NO-BUILD TRAFFIC VOLUMES W/PROPOSED ROUTE 9A CONNECTOR WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 12-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\12-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

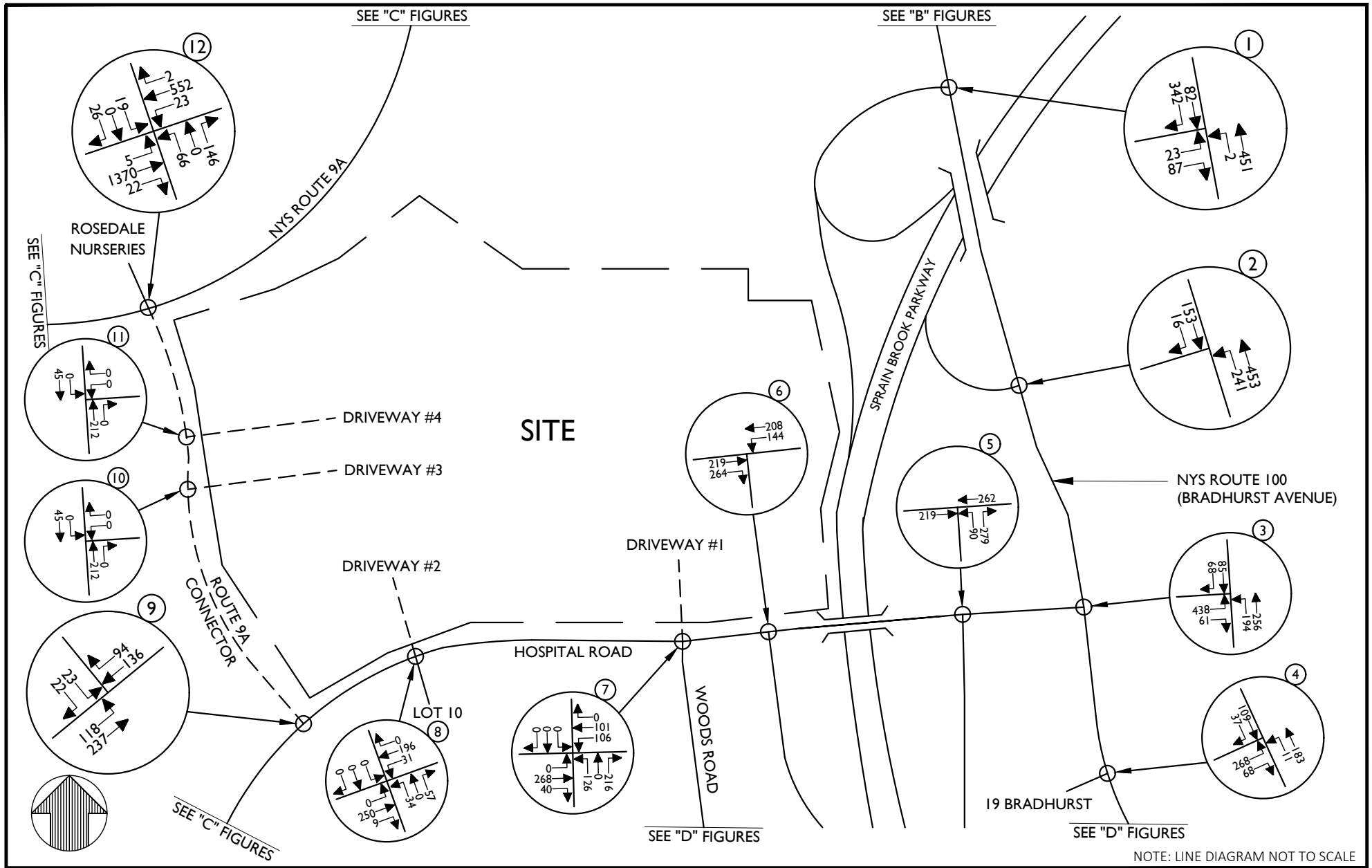
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
2024 NO-BUILD TRAFFIC VOLUMES W/PROPOSED ROUTE 9A CONNECTOR WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 12-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

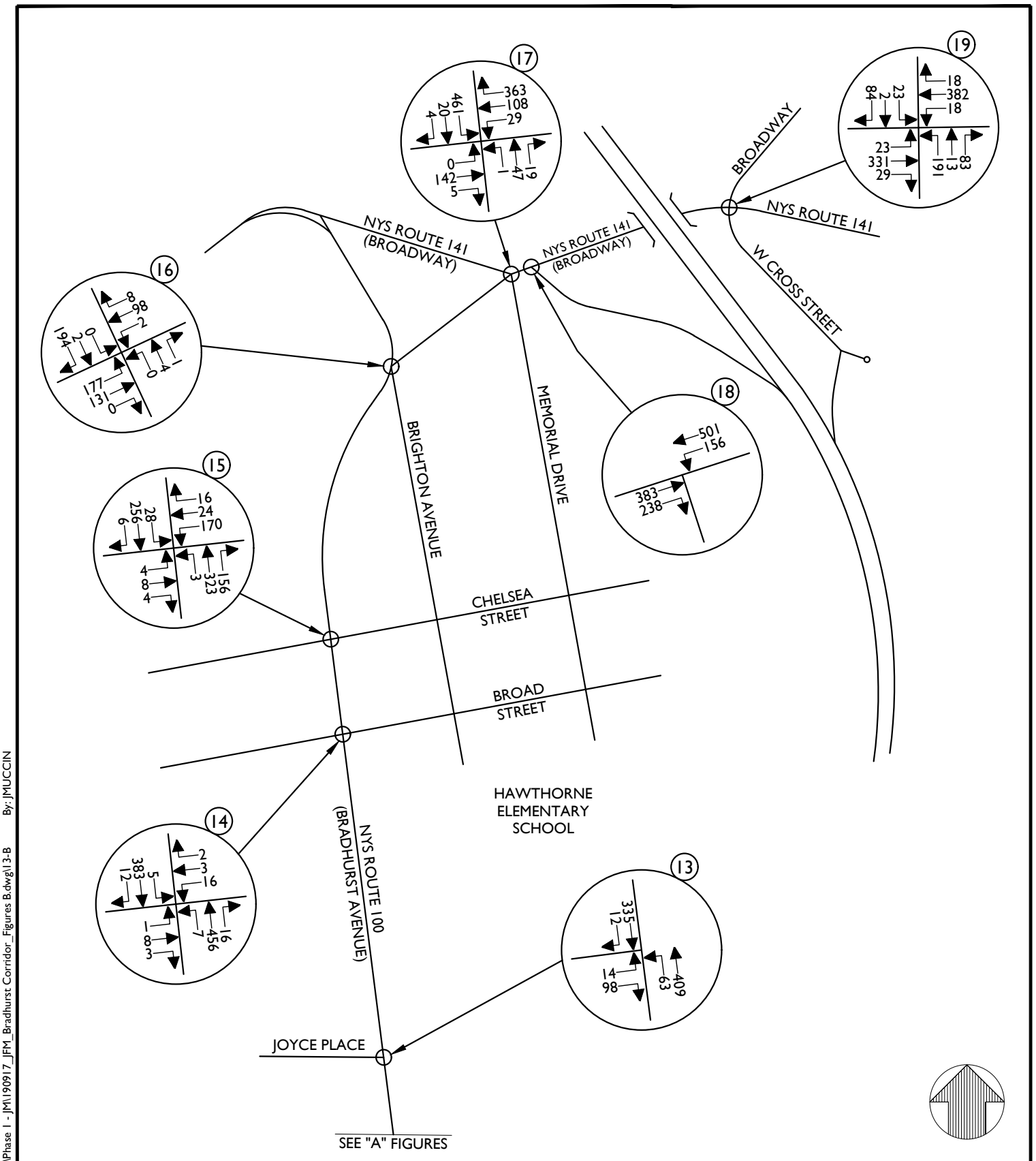
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
2024 NO-BUILD TRAFFIC VOLUMES
W/PROPOSED ROUTE 9A CONNECTOR
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 13-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

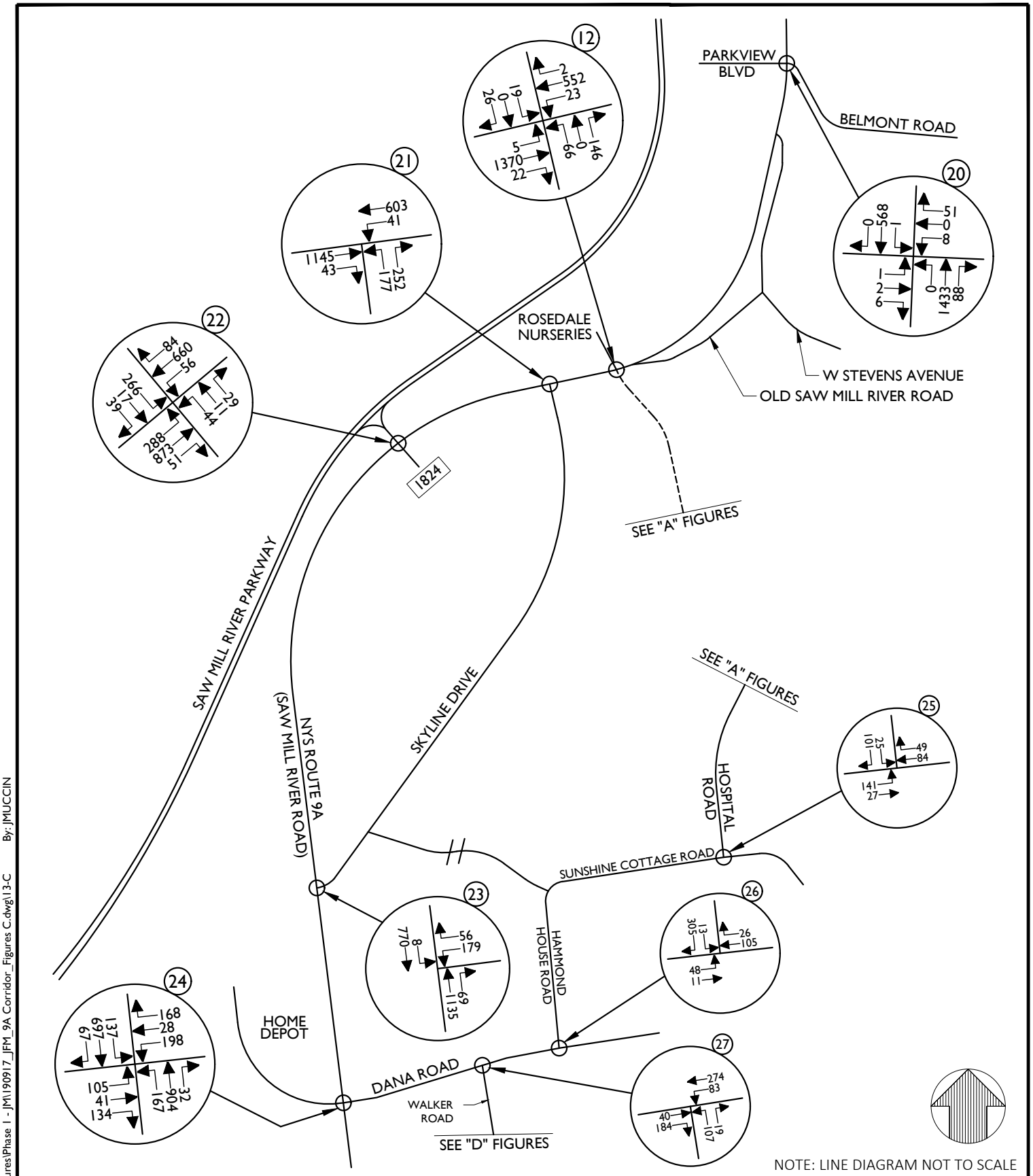
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
2024 NO-BUILD TRAFFIC VOLUMES
W/PROPOSED ROUTE 9A CONNECTOR
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 13-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\13-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

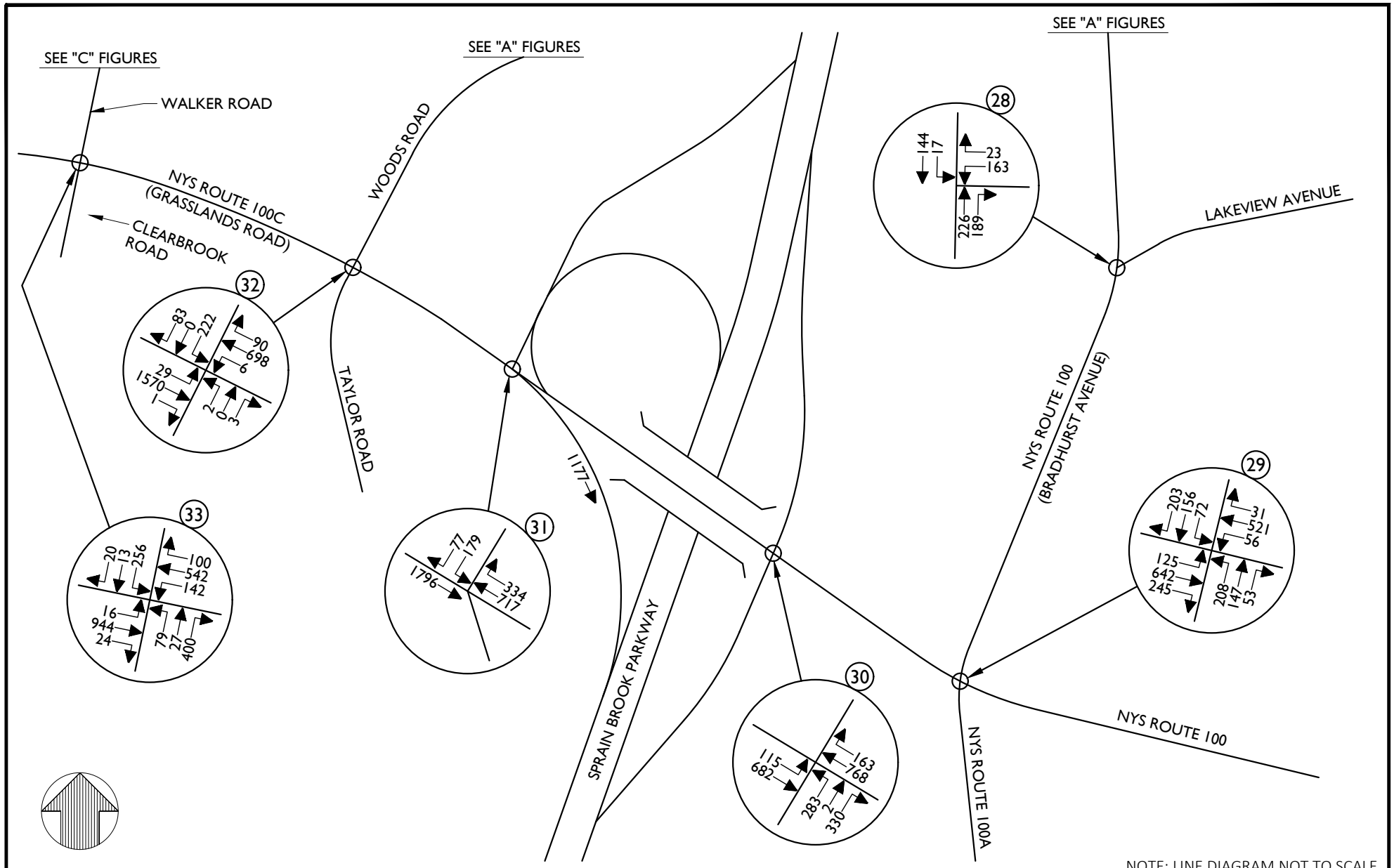
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
2024 NO-BUILD TRAFFIC VOLUMES W/PROPOSED ROUTE 9A CONNECTOR WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 13-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\13-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

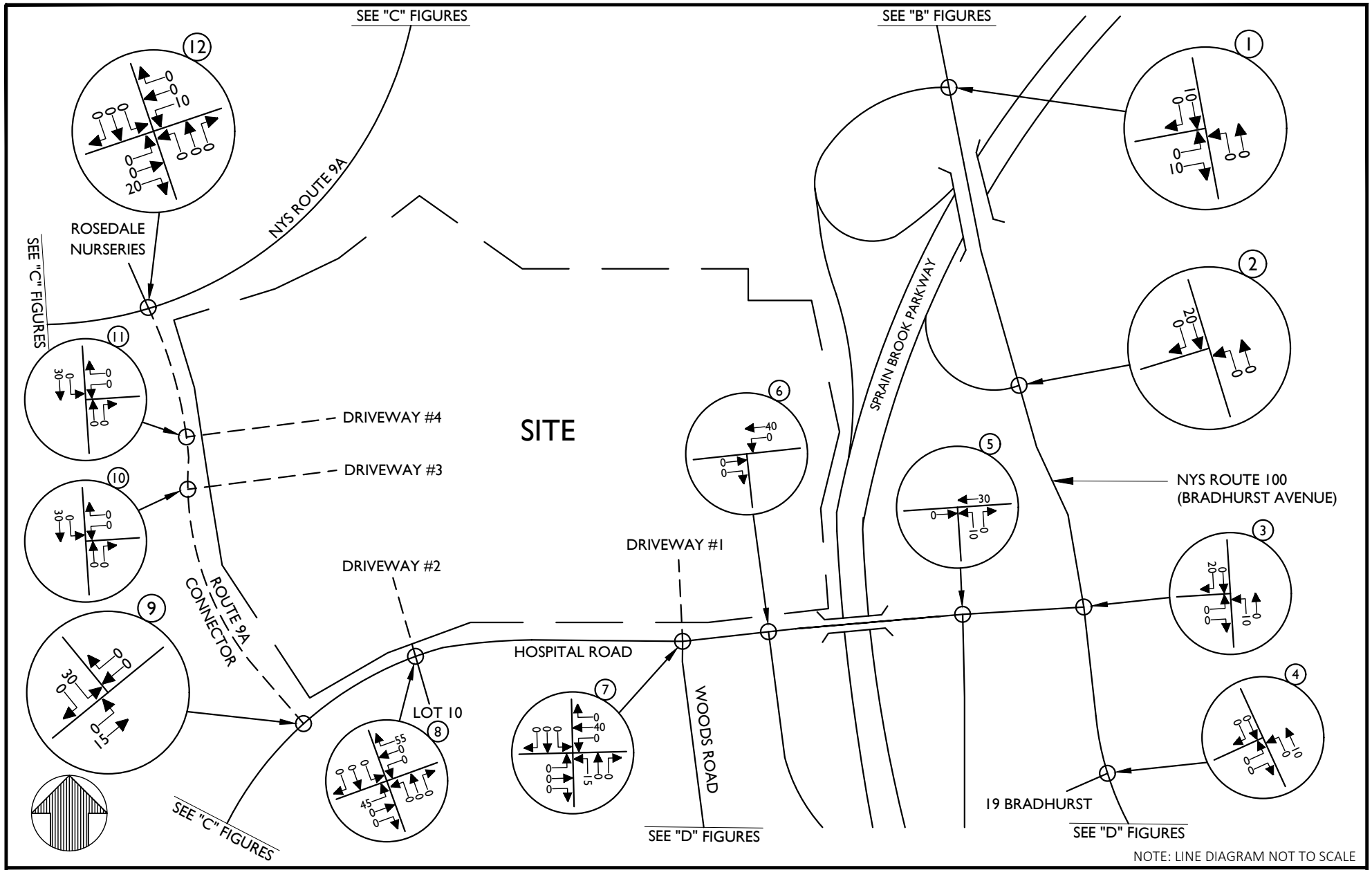
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
2024 NO-BUILD TRAFFIC VOLUMES W/PROPOSED ROUTE 9A CONNECTOR WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 13-D



MASER CONSULTING P.A.
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

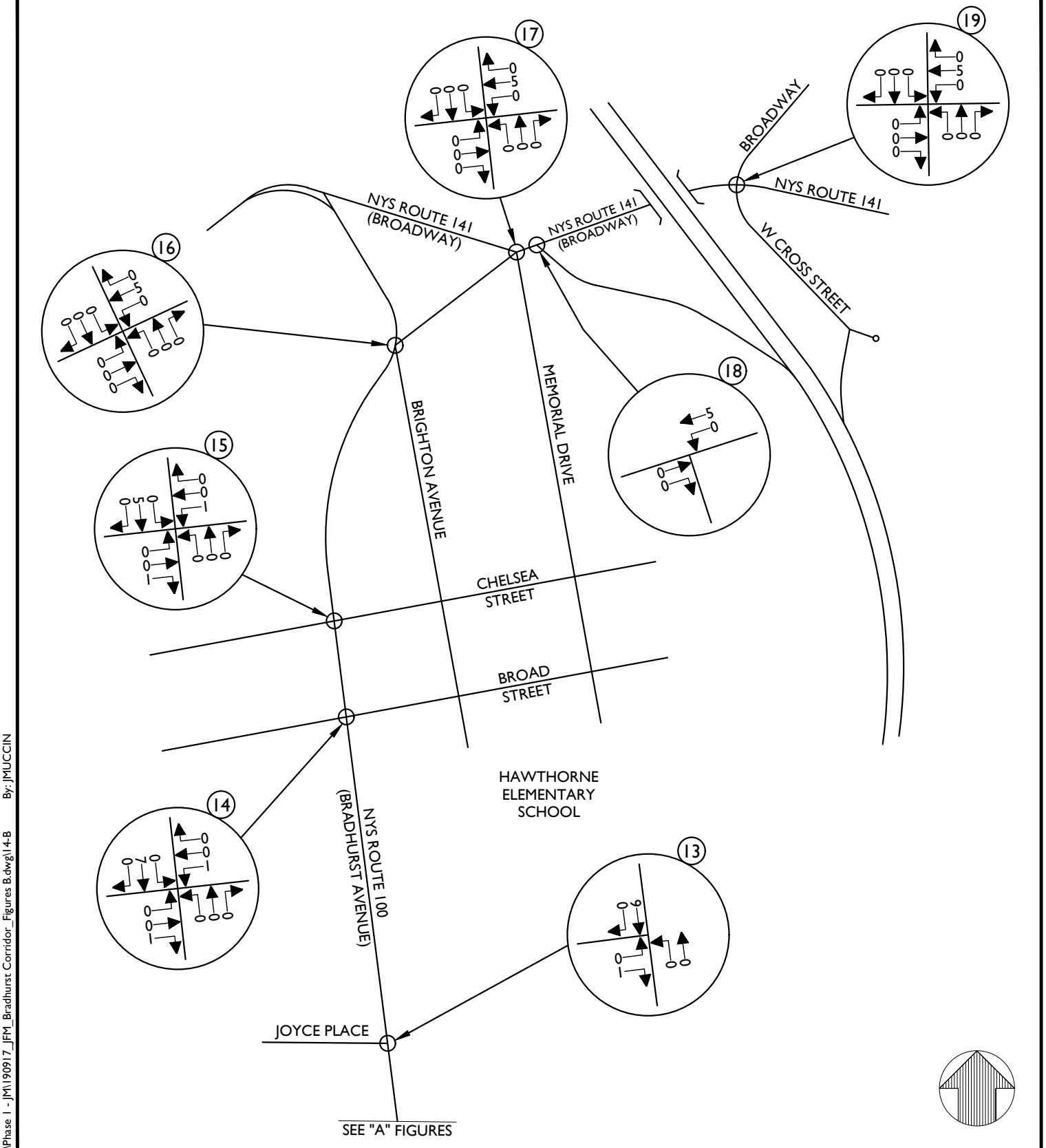
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
PHASE 1
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 14-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

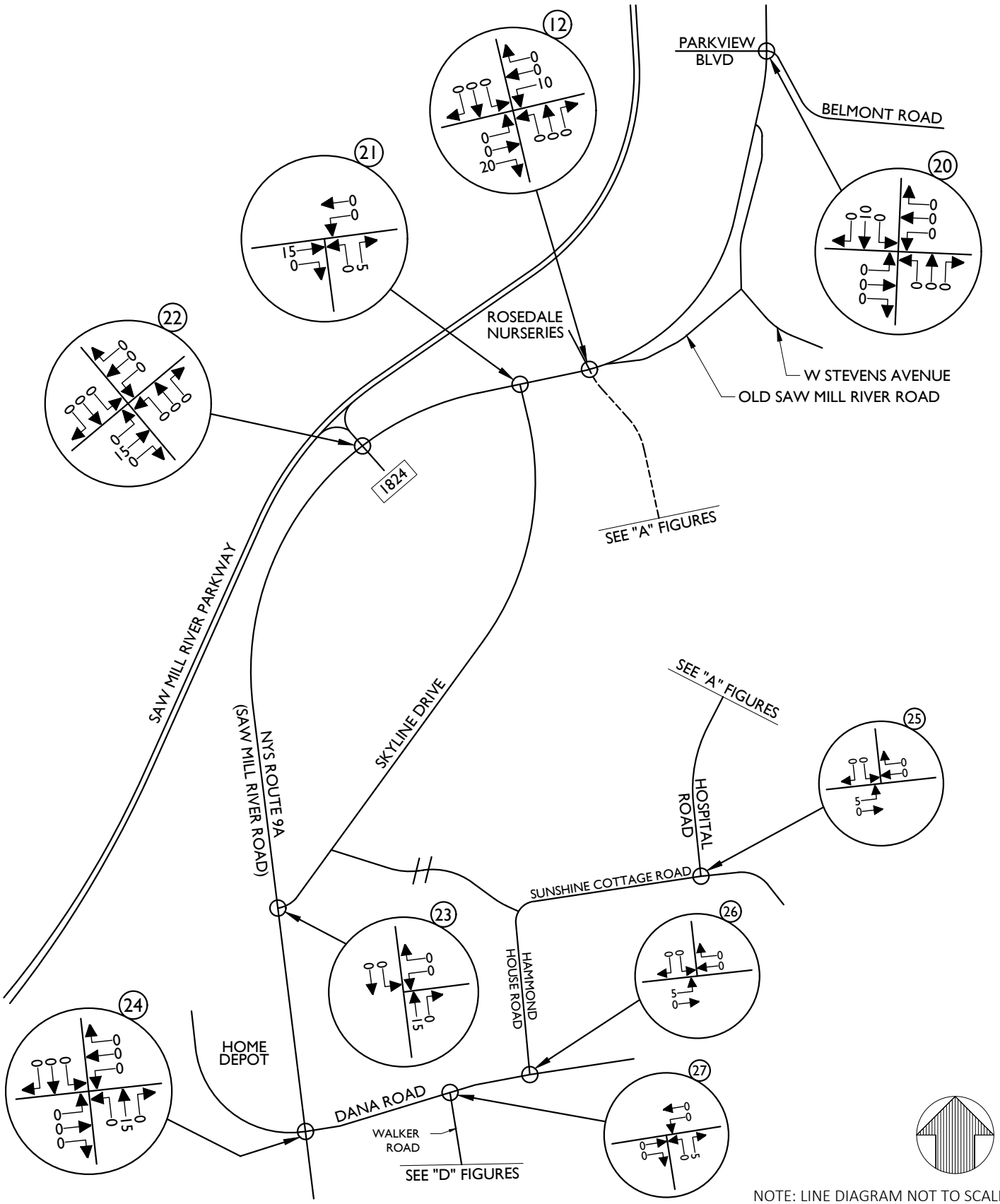
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
PHASE 1
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 14-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\14-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** **Call** before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

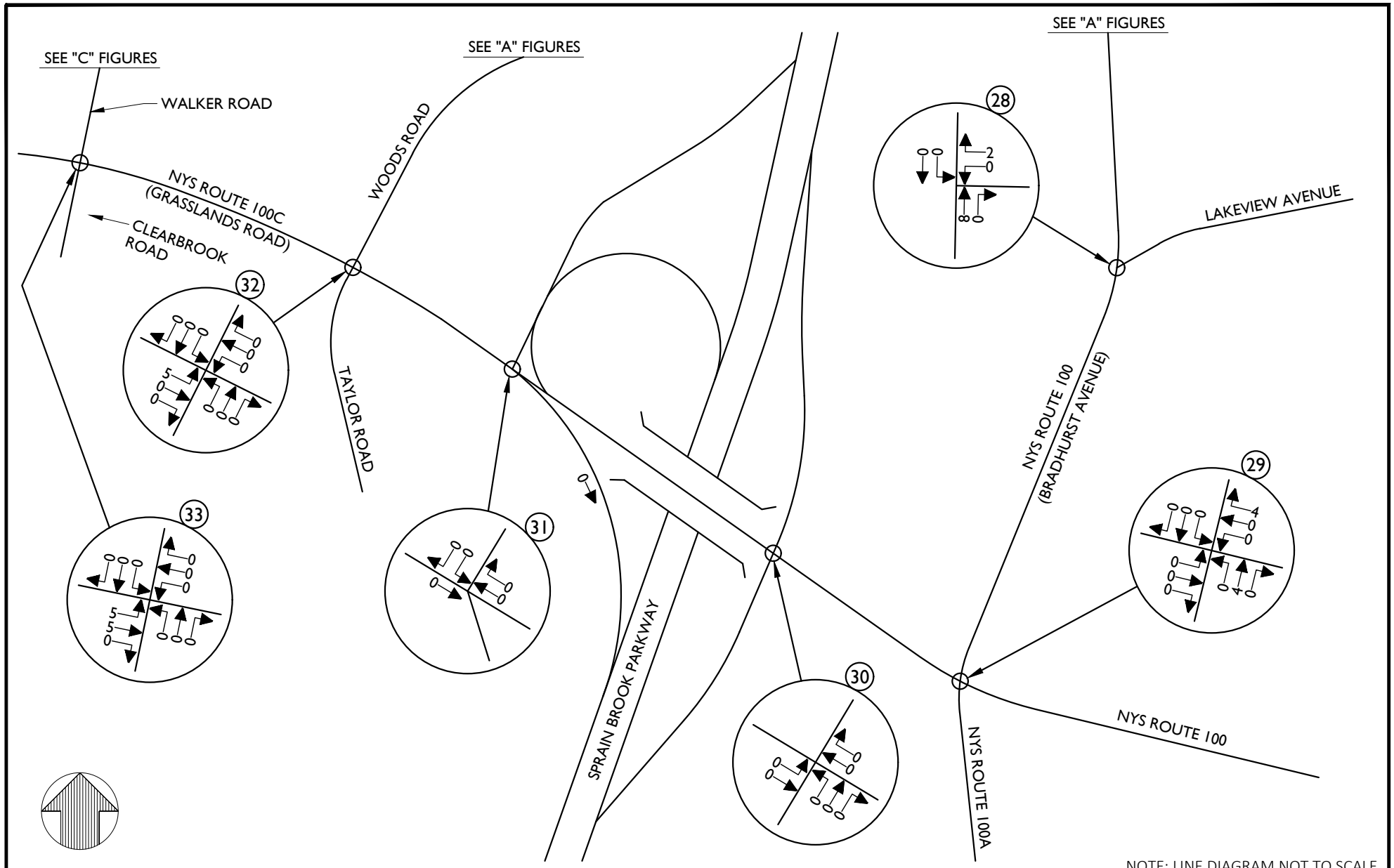
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
PHASE 1
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 14-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\14-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

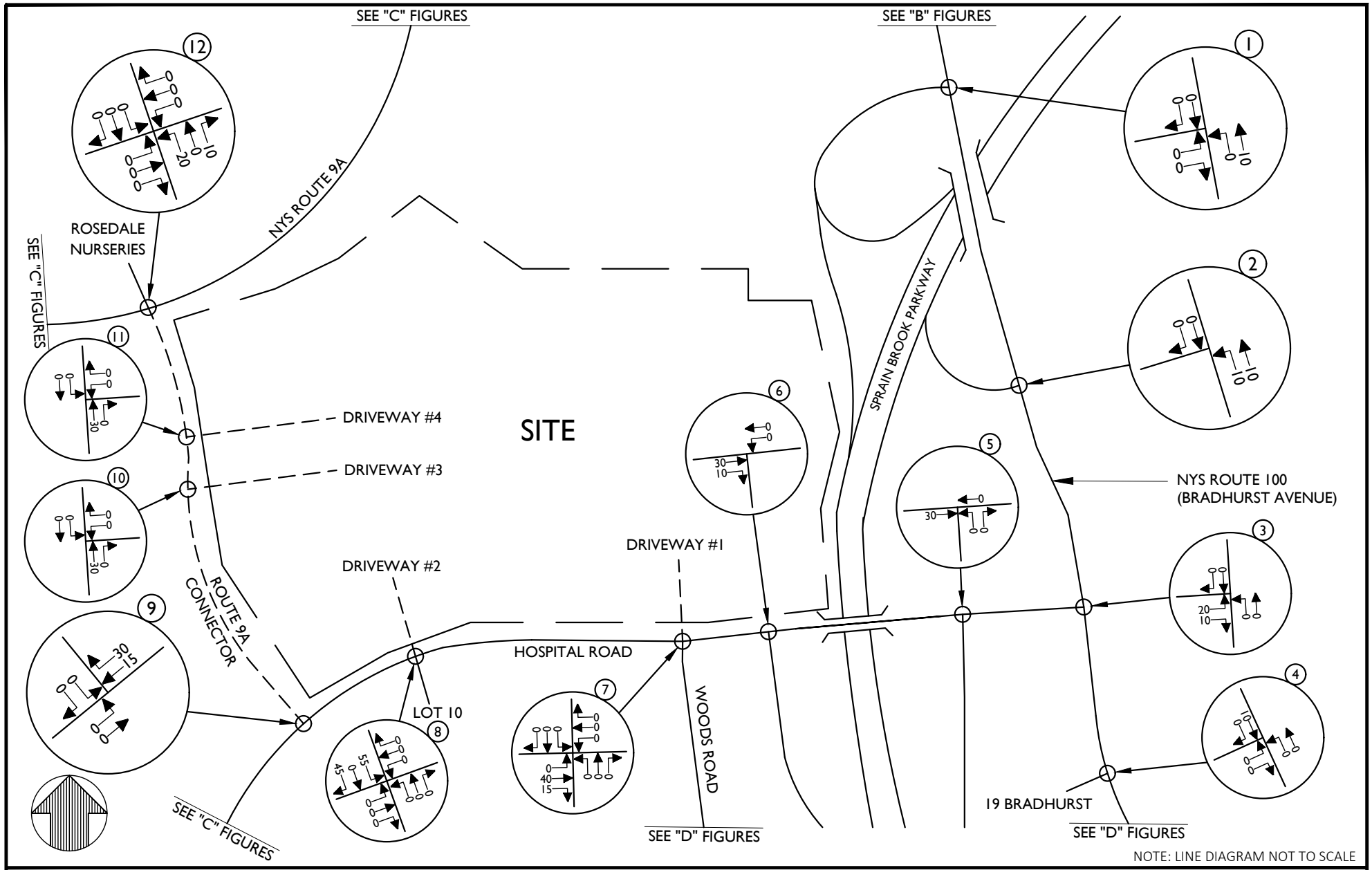
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
PHASE I
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 14-D



MASER CONSULTING P.A.
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
Red Bank, NJ · Clinton, NJ · Hamilton, NJ · Egg Harbor, NJ · Montvale, NJ · Mt. Arlington, NJ · Mt. Laurel, NJ · Albany, NY · Newburgh, NY · Weschester, NY · Columbia, MD · Lehigh Valley, PA · Exton, PA · Philadelphia, PA · Pittsburgh, PA · Tampa, FL · Orlando, FL · Miami, FL · Sterling, VA · Norfolk, VA · Albuquerque, NM · Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

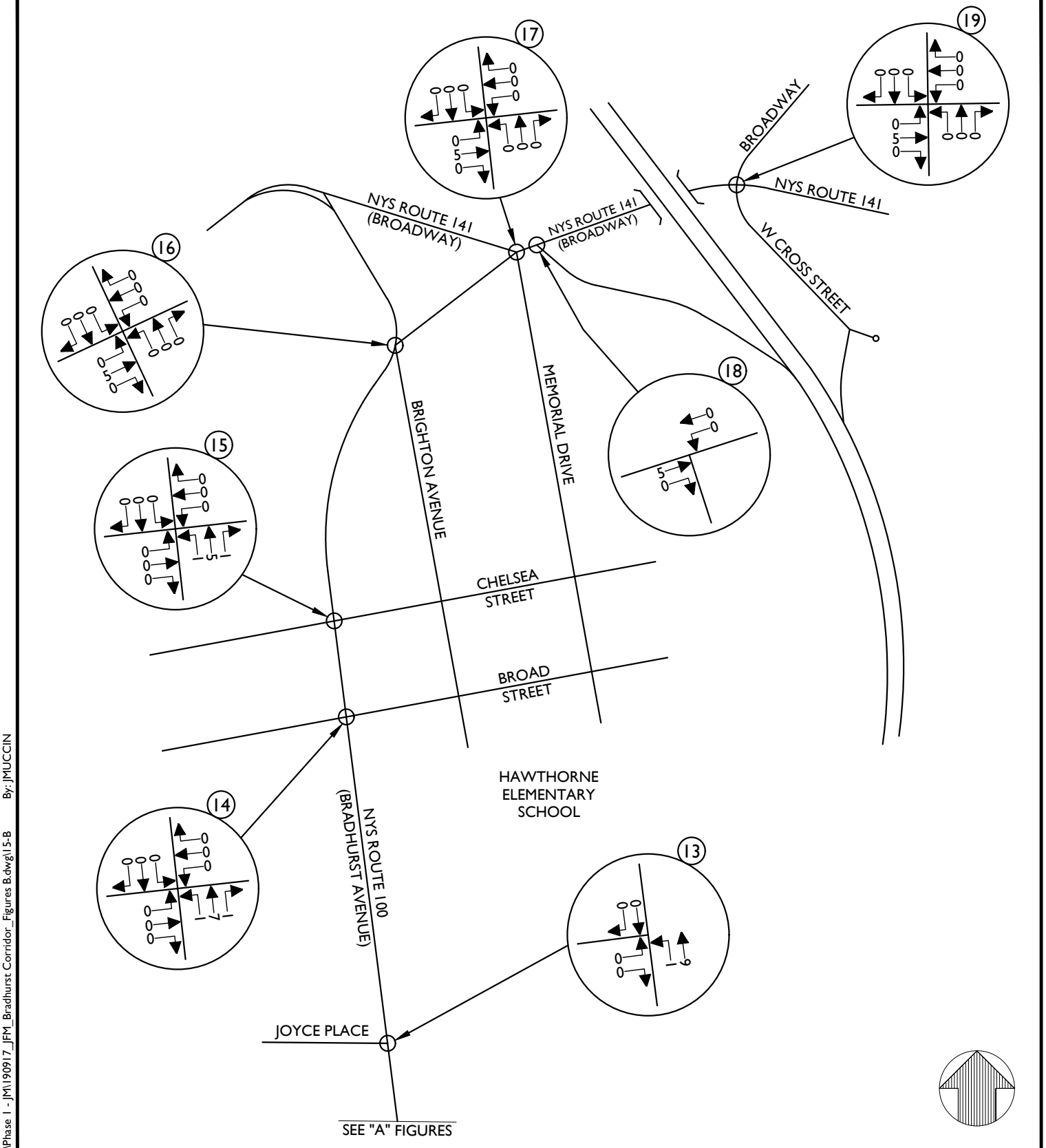
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
PHASE I
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 15-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

■ NEW JERSEY
• Red Bank • Clinton
• Hamilton • Egg Harbor
• Montvale • Mt. Arlington
• Mt. Laurel

■ NEW YORK
• Albany • New Windsor
• Westchester

■ NEW MEXICO
• Albuquerque

■ MARYLAND
• Columbia

■ TEXAS
• College Station

■ FLORIDA
• Tampa • Orlando
• Miami • Jacksonville

■ PENNSYLVANIA
• Lehigh Valley • Exton
• Philadelphia • Pittsburgh

■ NORTH CAROLINA
• Charlotte • Raleigh

■ VIRGINIA
• Sterling • Norfolk

■ TENNESSEE
• Nashville

■ INDIANA
• Lafayette

■ COLORADO
• Denver

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

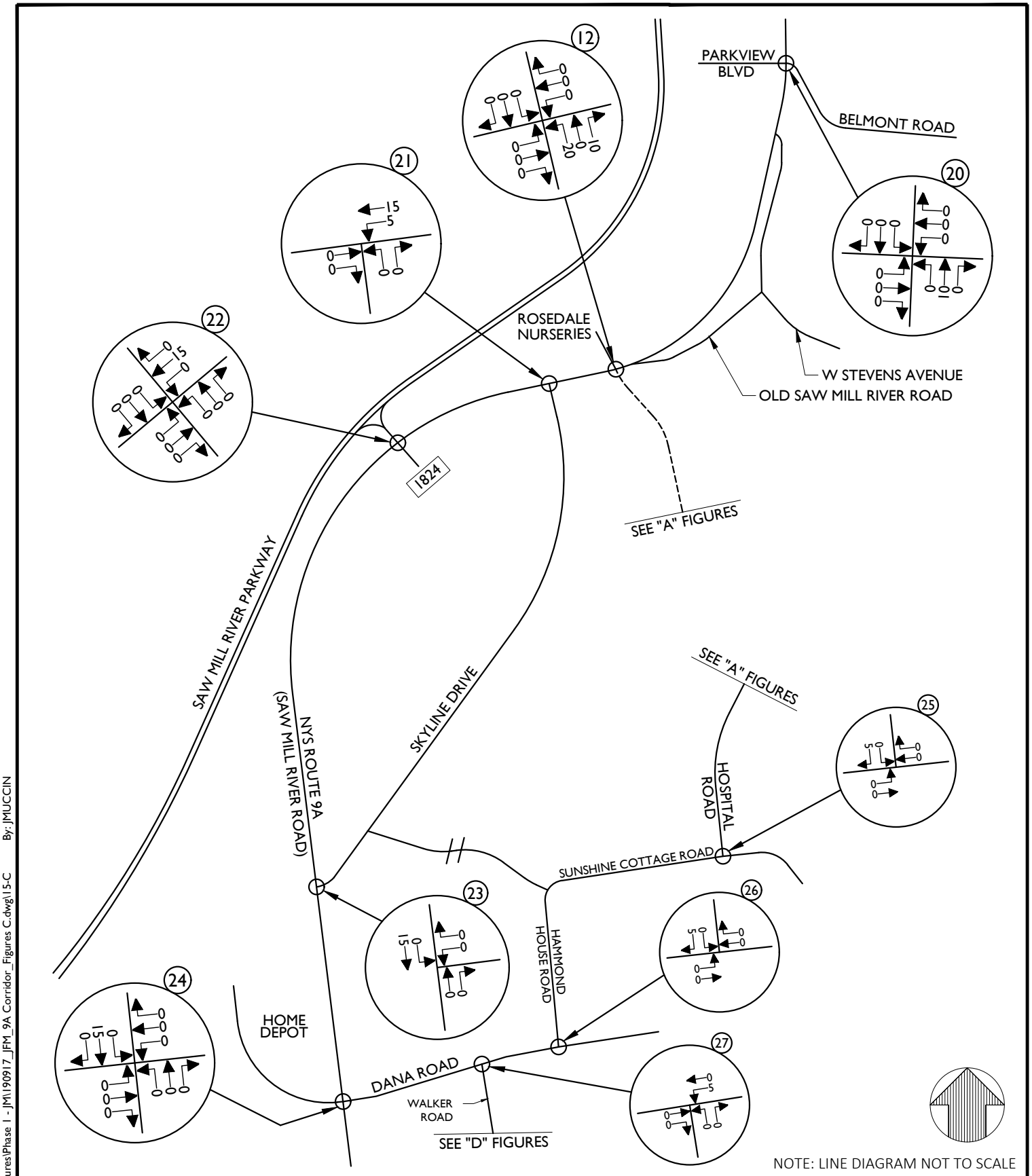
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
PHASE 1
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 15-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\15-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

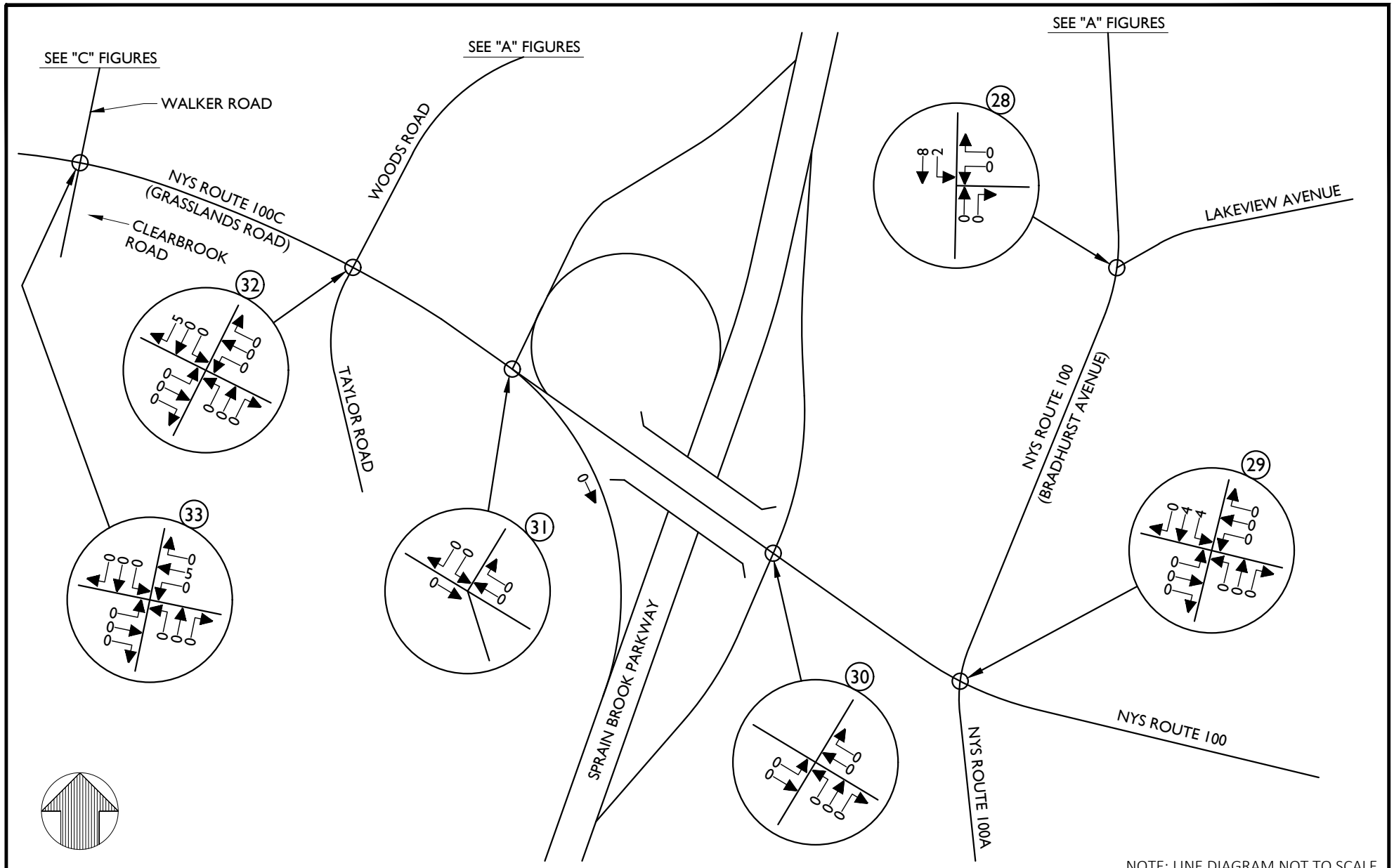
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
PHASE I
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 15-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase I - JM\190917_JFM_9A Corridor_Figures C.dwg\15-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

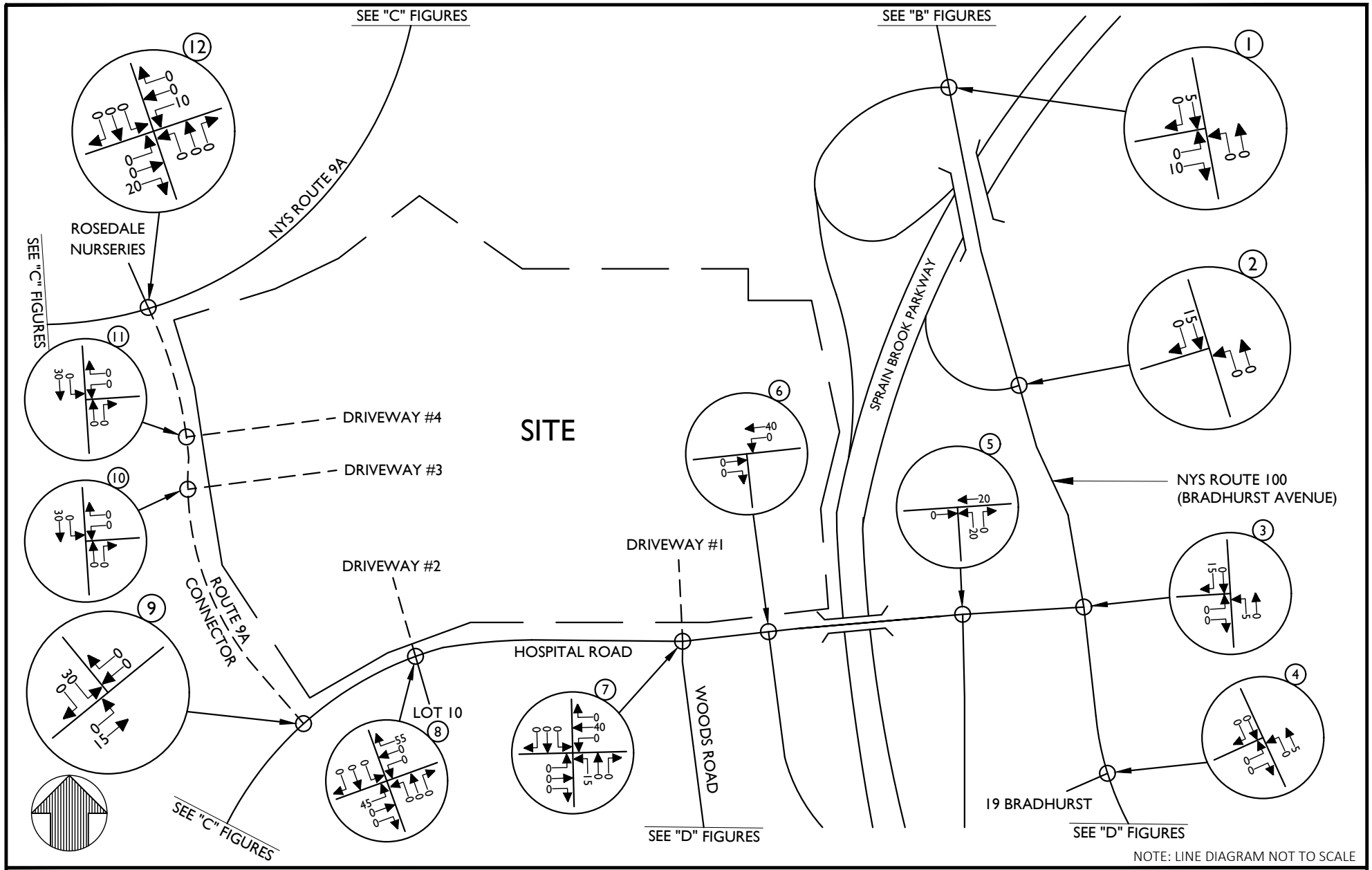
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
PHASE I
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 15-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

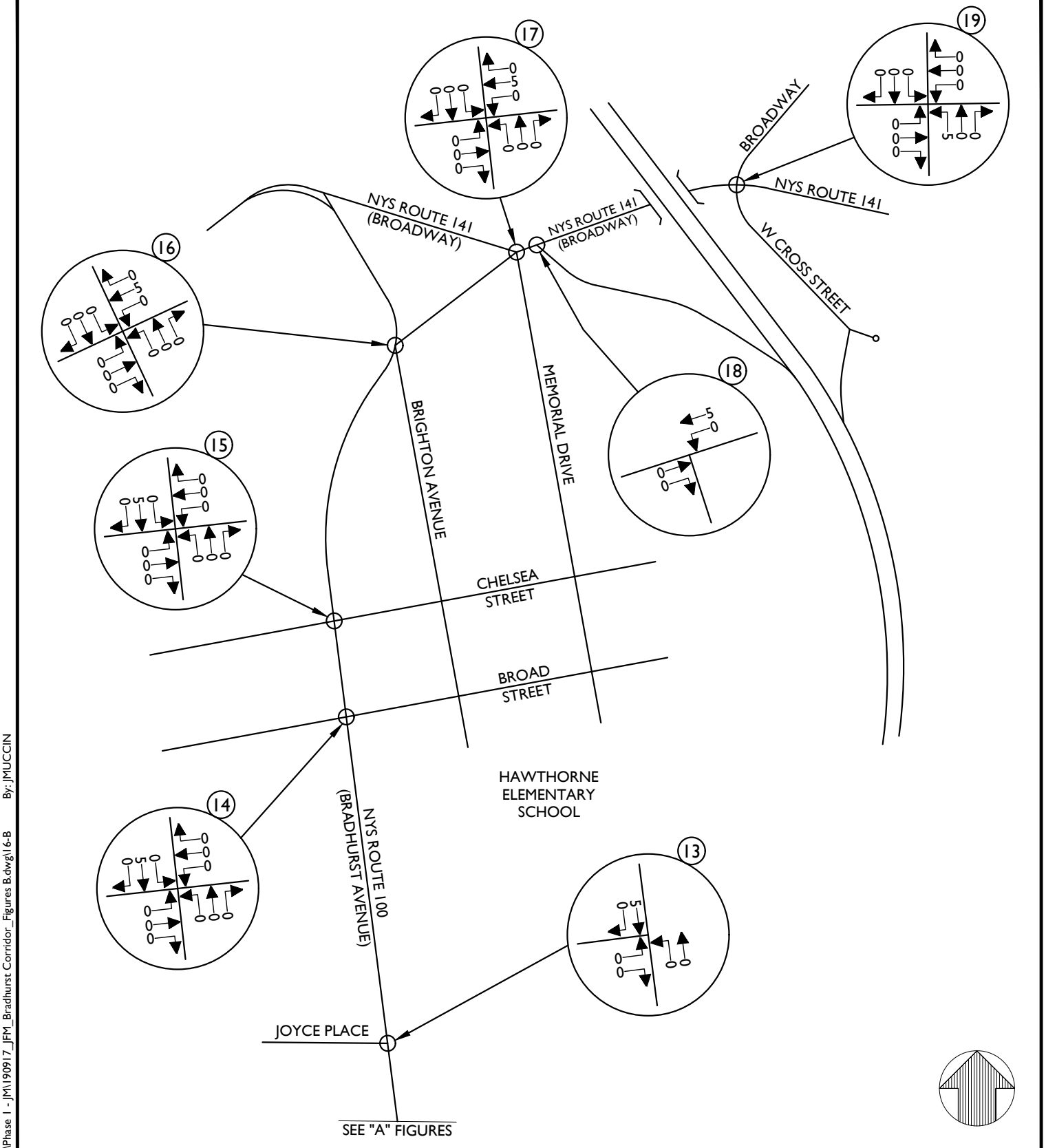
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
PHASE I
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 16-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✱ Planners ✱ Surveyors
Landscape Architects ✱ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

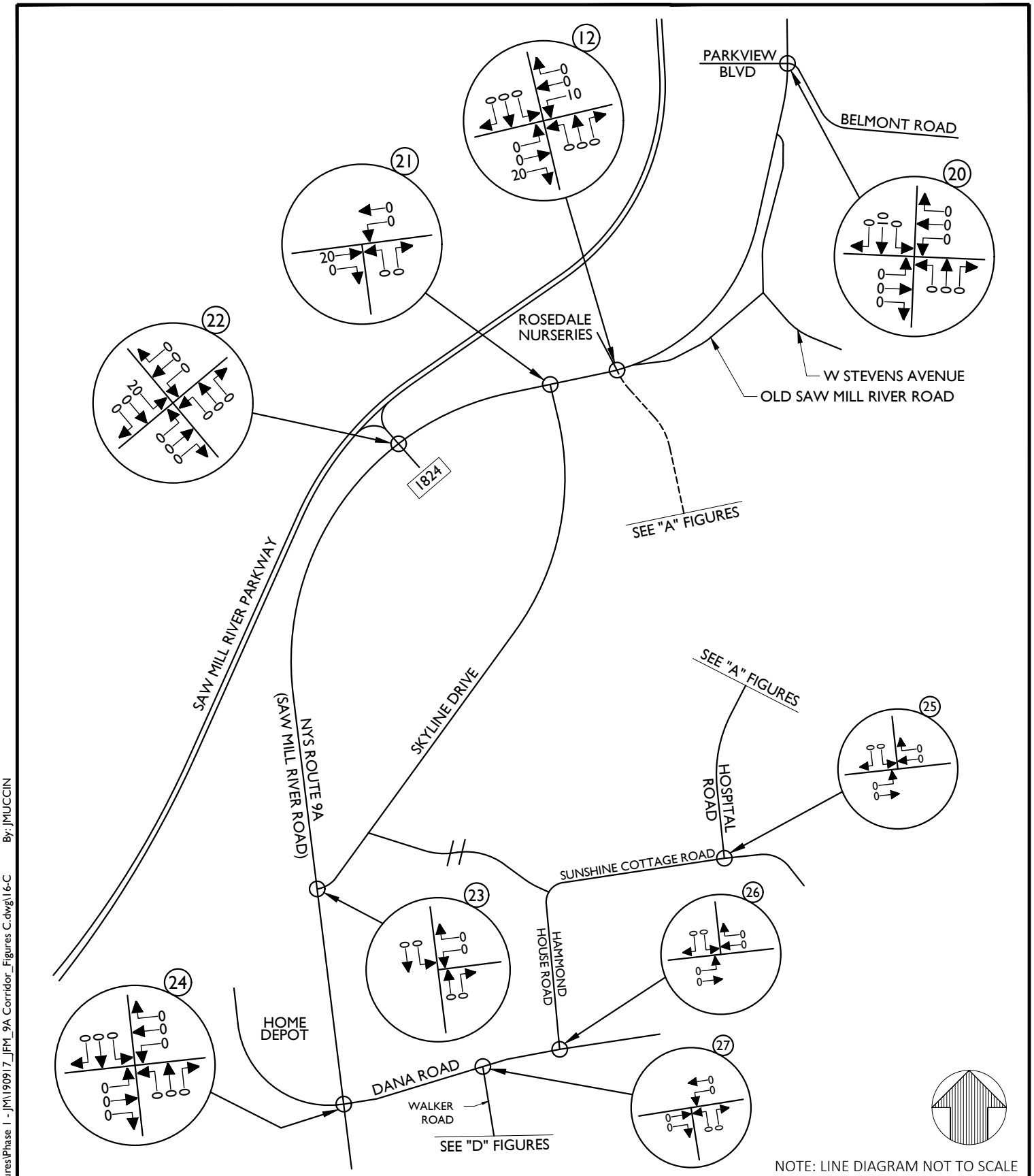
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
PHASE 1
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 16-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\16-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** **Call** before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

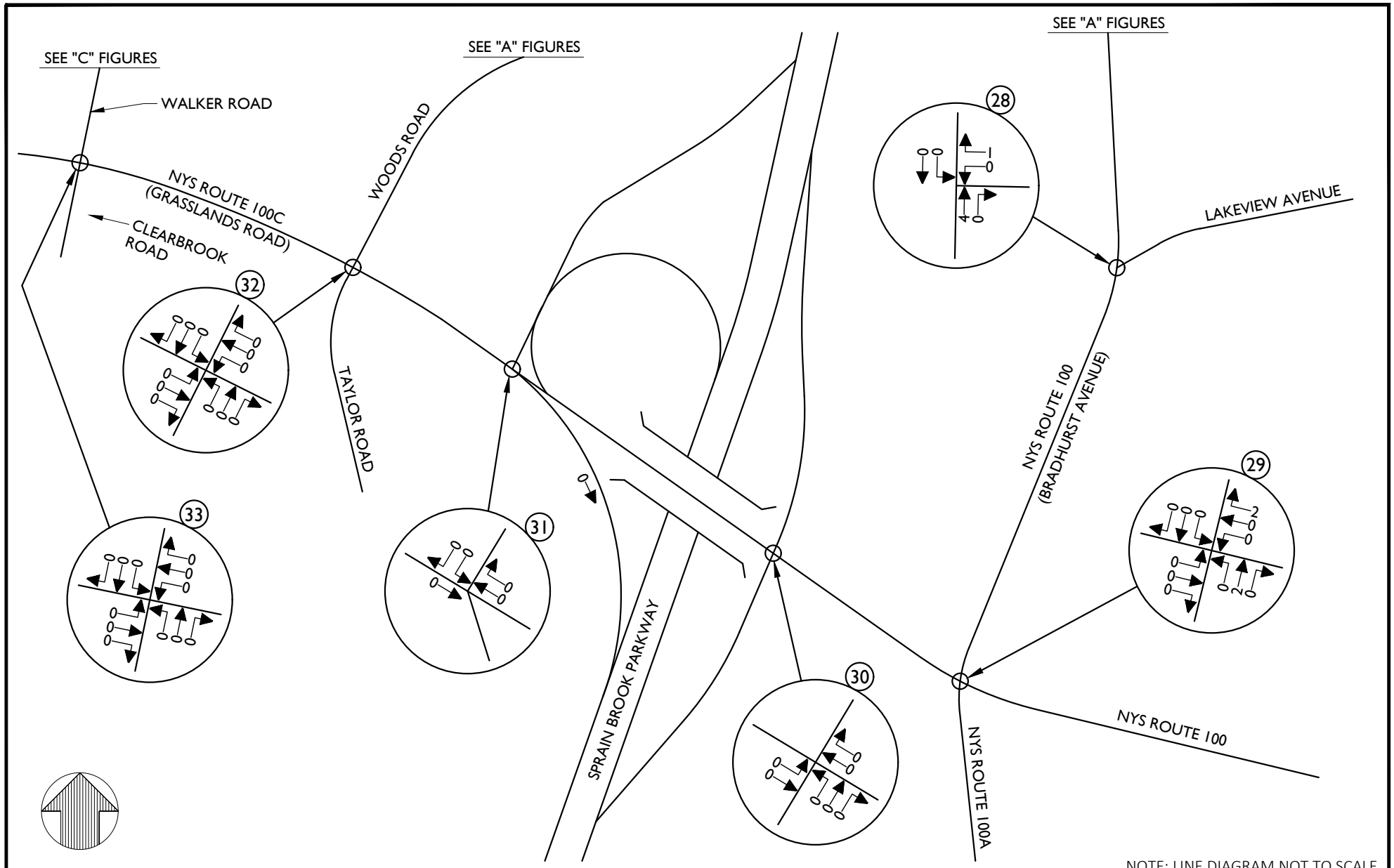
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
PHASE 1
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 16-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\16-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

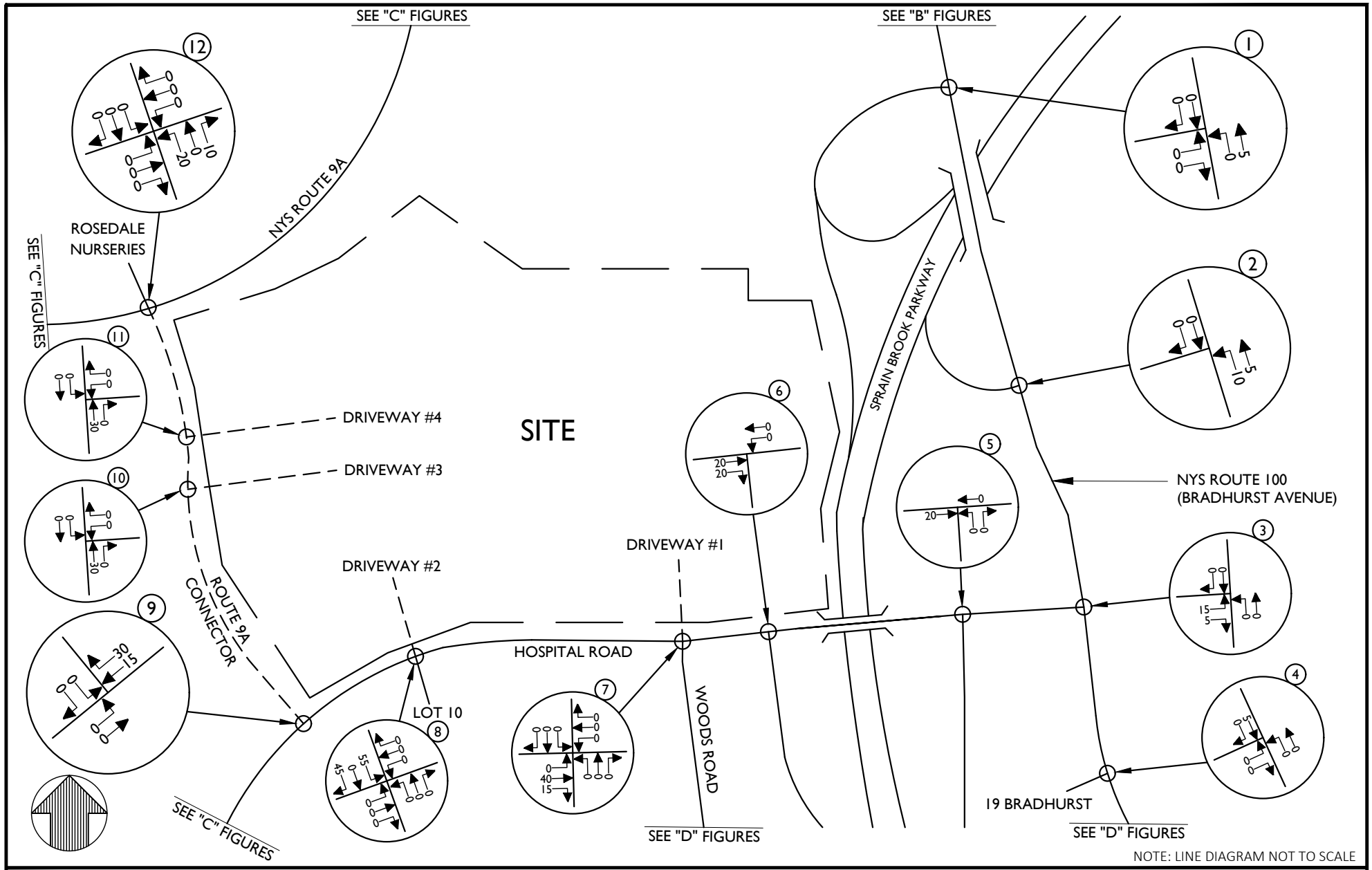
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
PHASE I
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 16-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

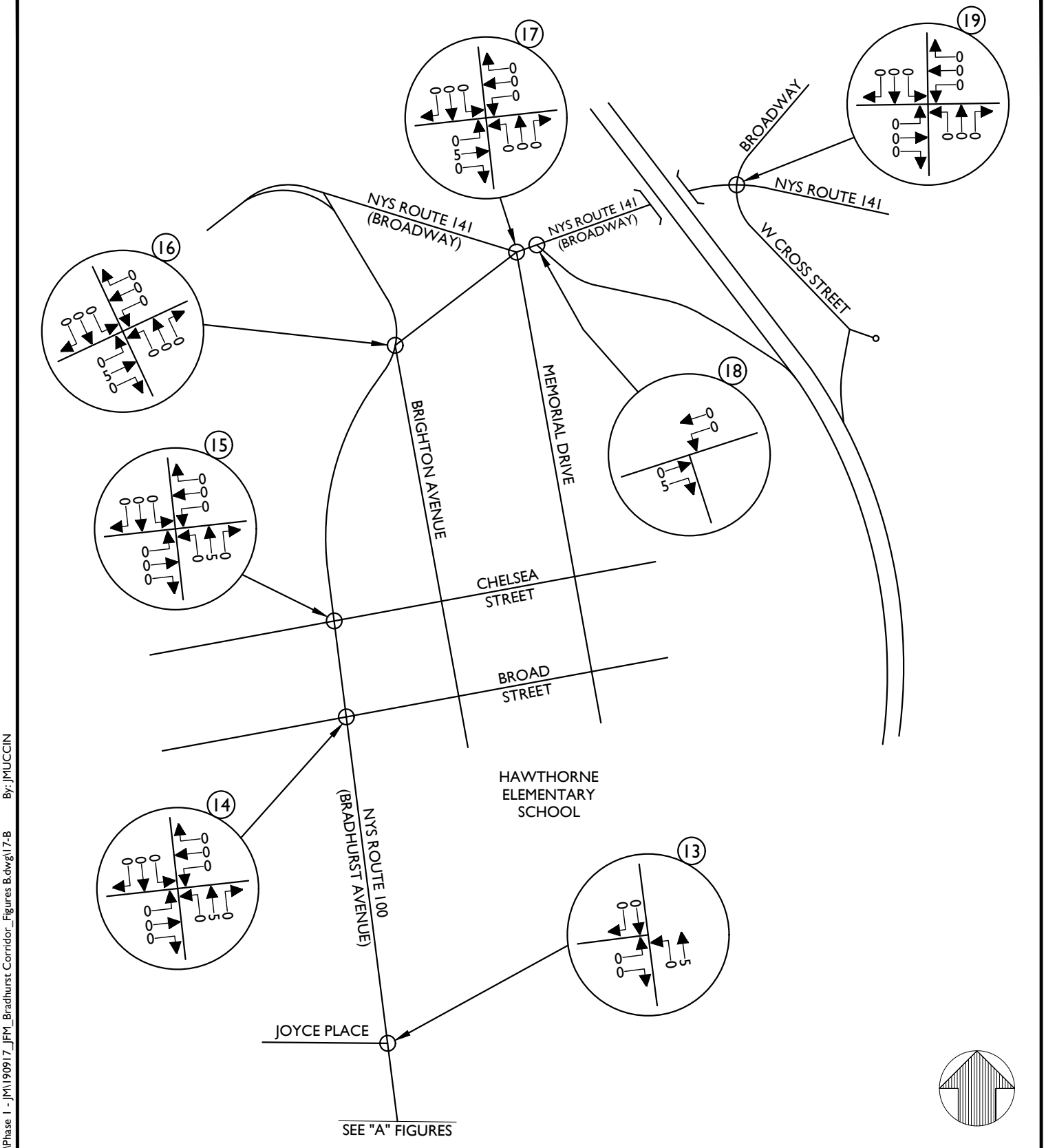
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
PHASE I
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 17-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

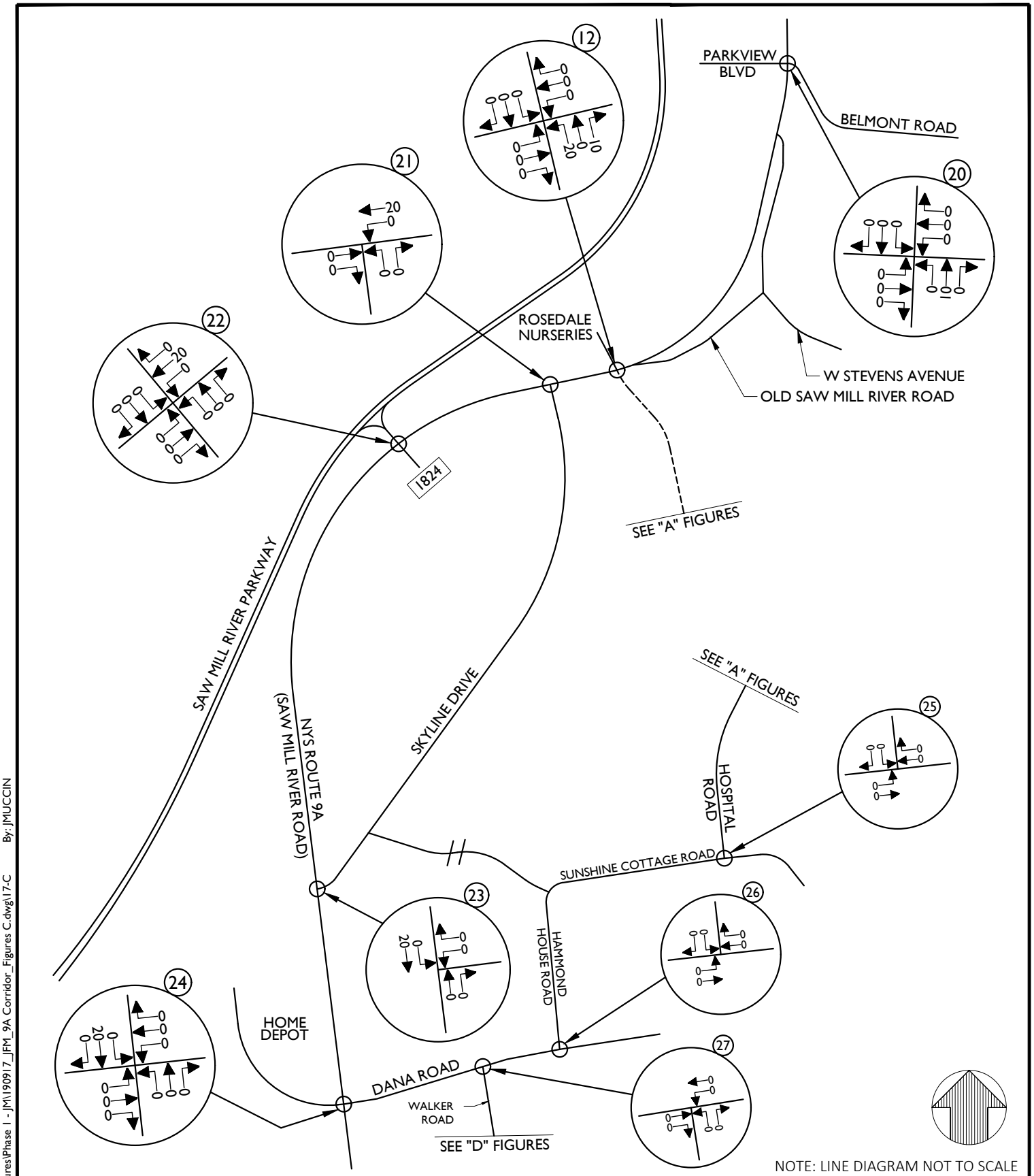
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
PHASE 1
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 17-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\17-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

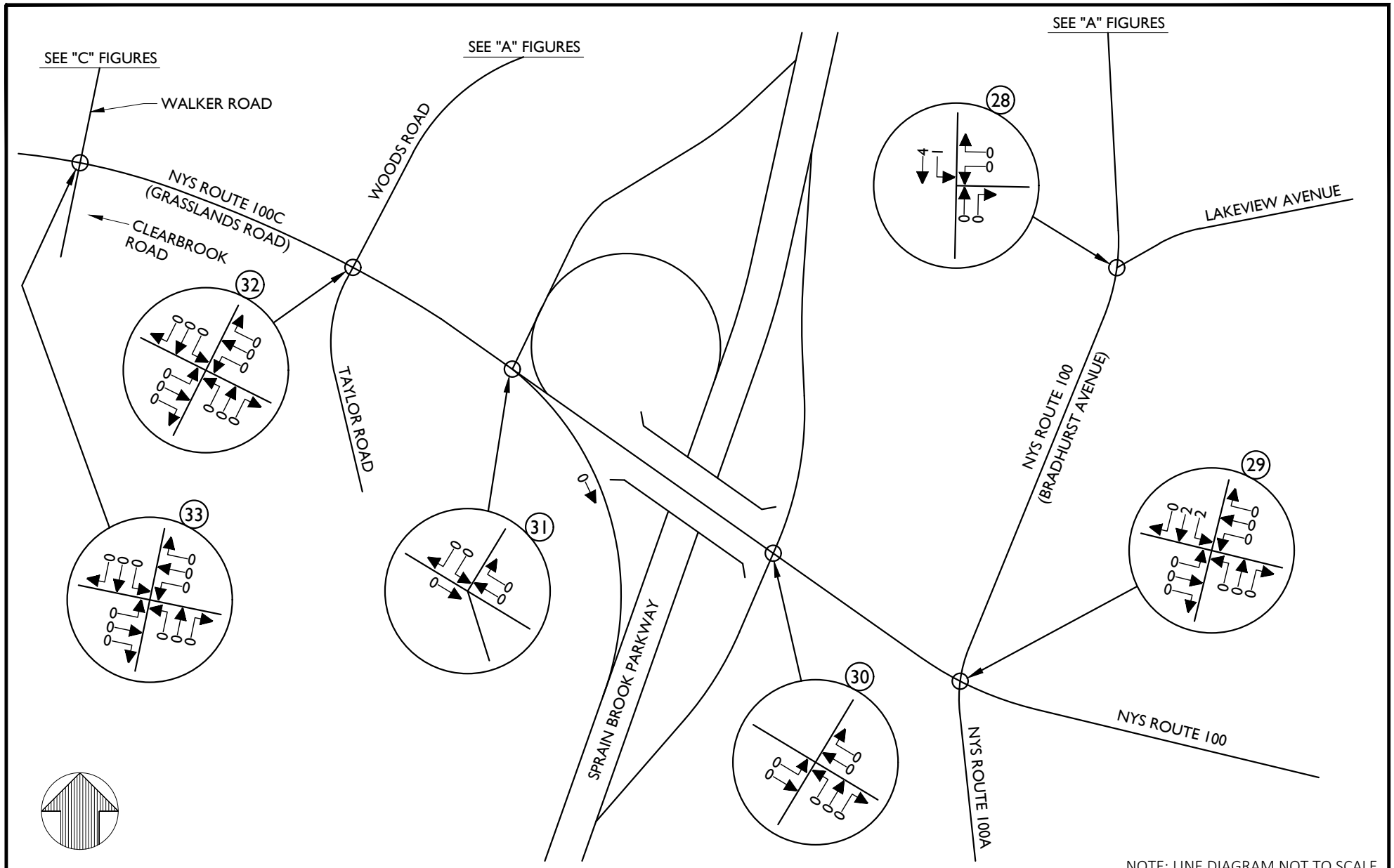
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
PHASE 1
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 17-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\17-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:

- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

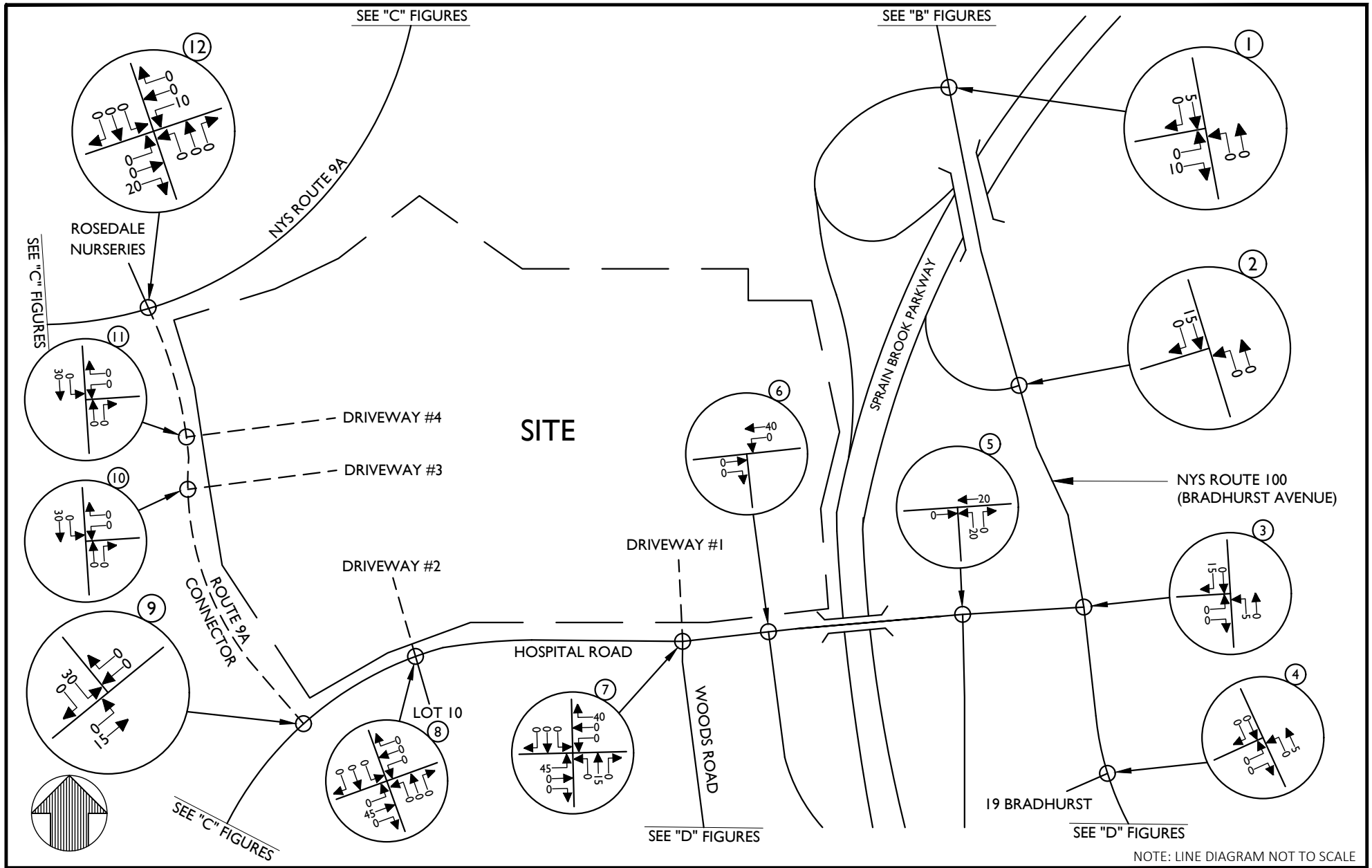
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 19091_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
PHASE I
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 17-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:

- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

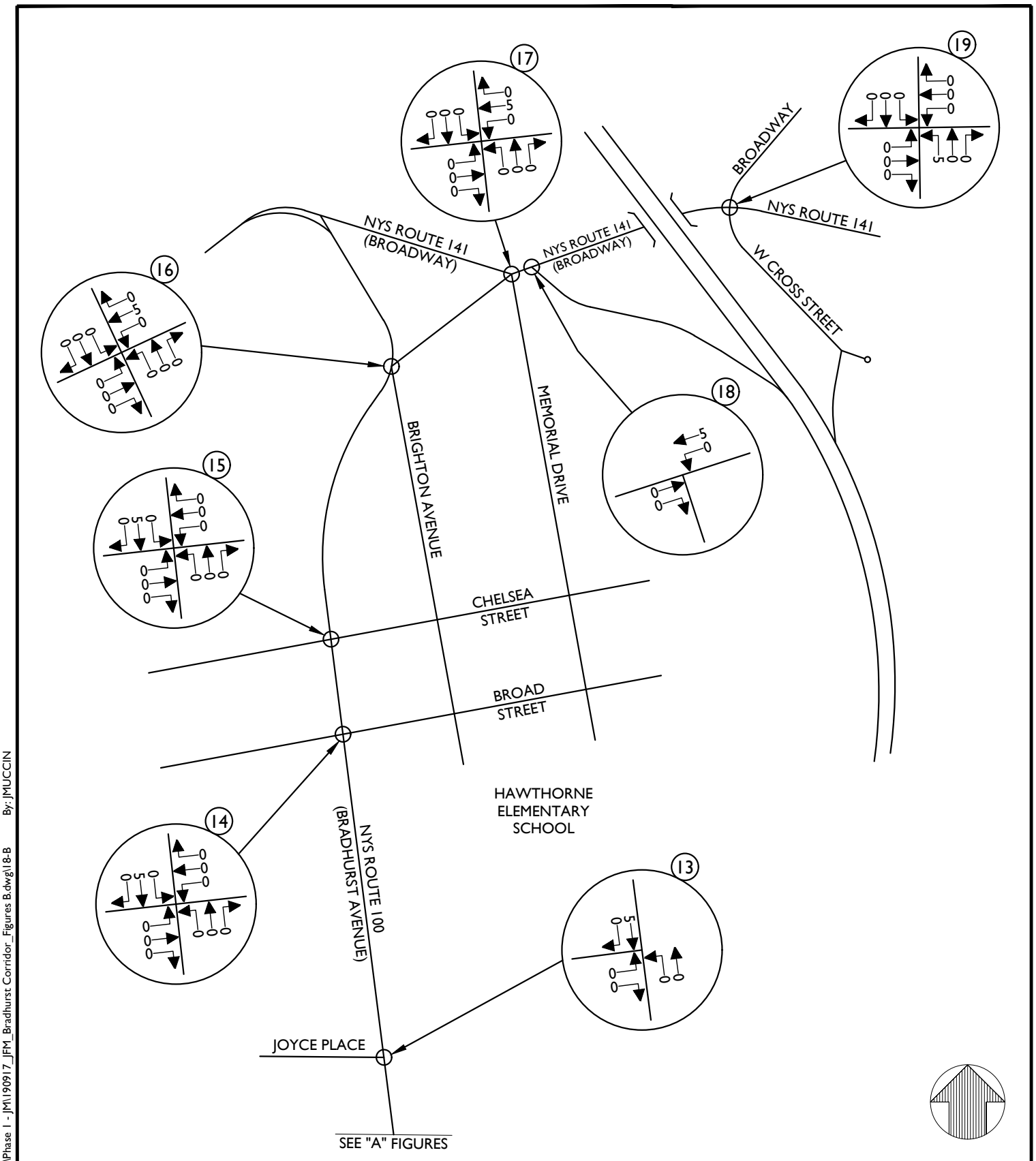
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
PHASE I
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
HOTEL

SHEET NUMBER:
FIGURE NO. 18-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✱ Planners ✱ Surveyors
Landscape Architects ✱ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY
• Red Bank • Clinton
• Hamilton • Egg Harbor
• Montvale • Mt. Arlington
• Mt. Laurel
■ NEW YORK
• Albany • New Windsor
• Westchester
■ NEW MEXICO
• Albuquerque
■ MARYLAND
• Columbia
■ TEXAS
• College Station
■ FLORIDA
• Tampa • Orlando
• Miami • Jacksonville
■ PENNSYLVANIA
• Lehigh Valley • Exton
• Philadelphia • Pittsburgh
■ NORTH CAROLINA
• Charlotte • Raleigh
■ VIRGINIA
• Sterling • Norfolk
■ TENNESSEE
• Nashville
■ INDIANA
• Lafayette
■ COLORADO
• Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

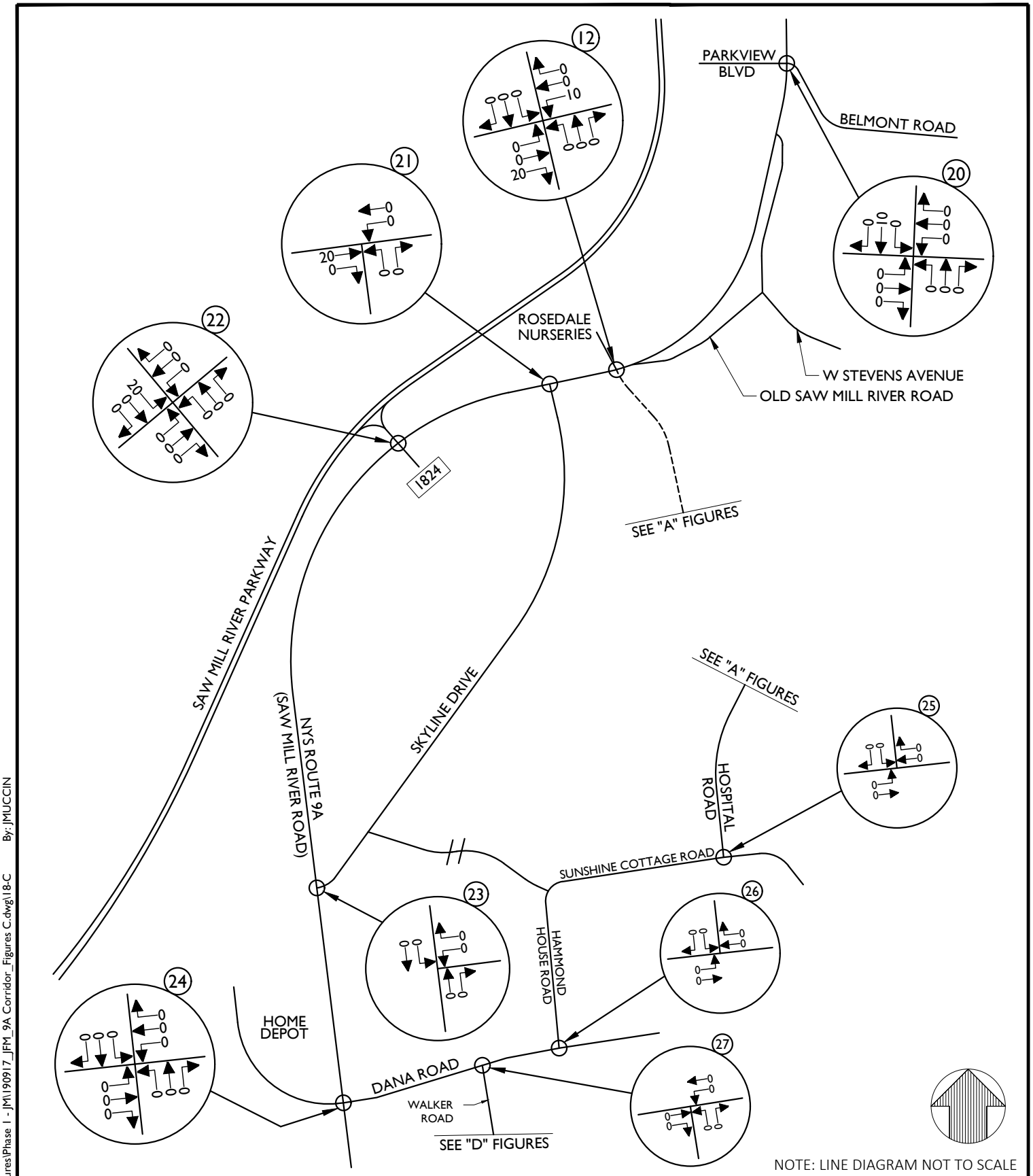
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
PHASE 1
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
HOTEL

SHEET NUMBER:
FIGURE NO. 18-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\18-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
■ NEW YORK • Albany • New Windsor • Westchester
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Orlando • Miami • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019, Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** **Call** before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

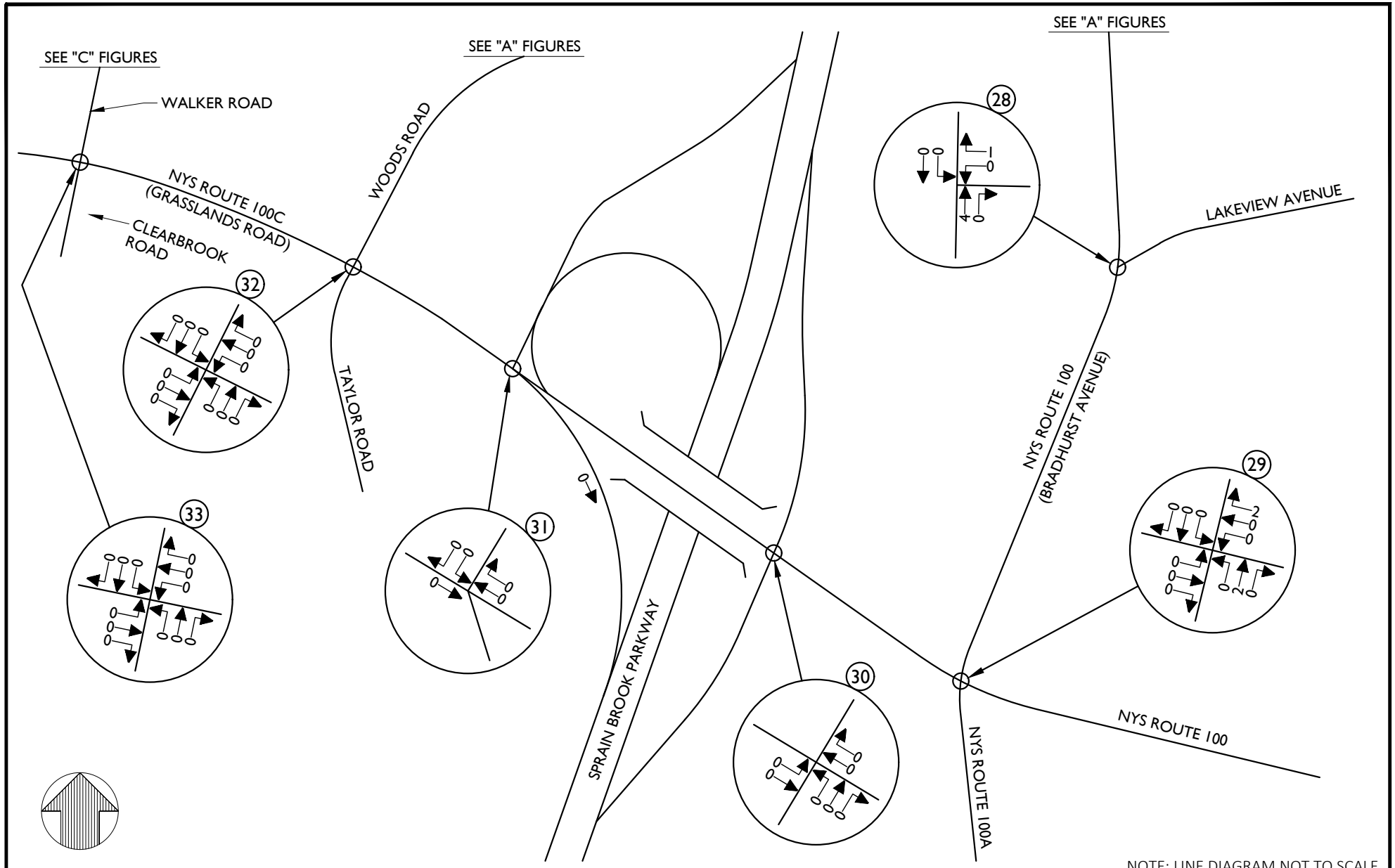
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
PHASE 1
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
HOTEL

SHEET NUMBER:
FIGURE NO. 18-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\18-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

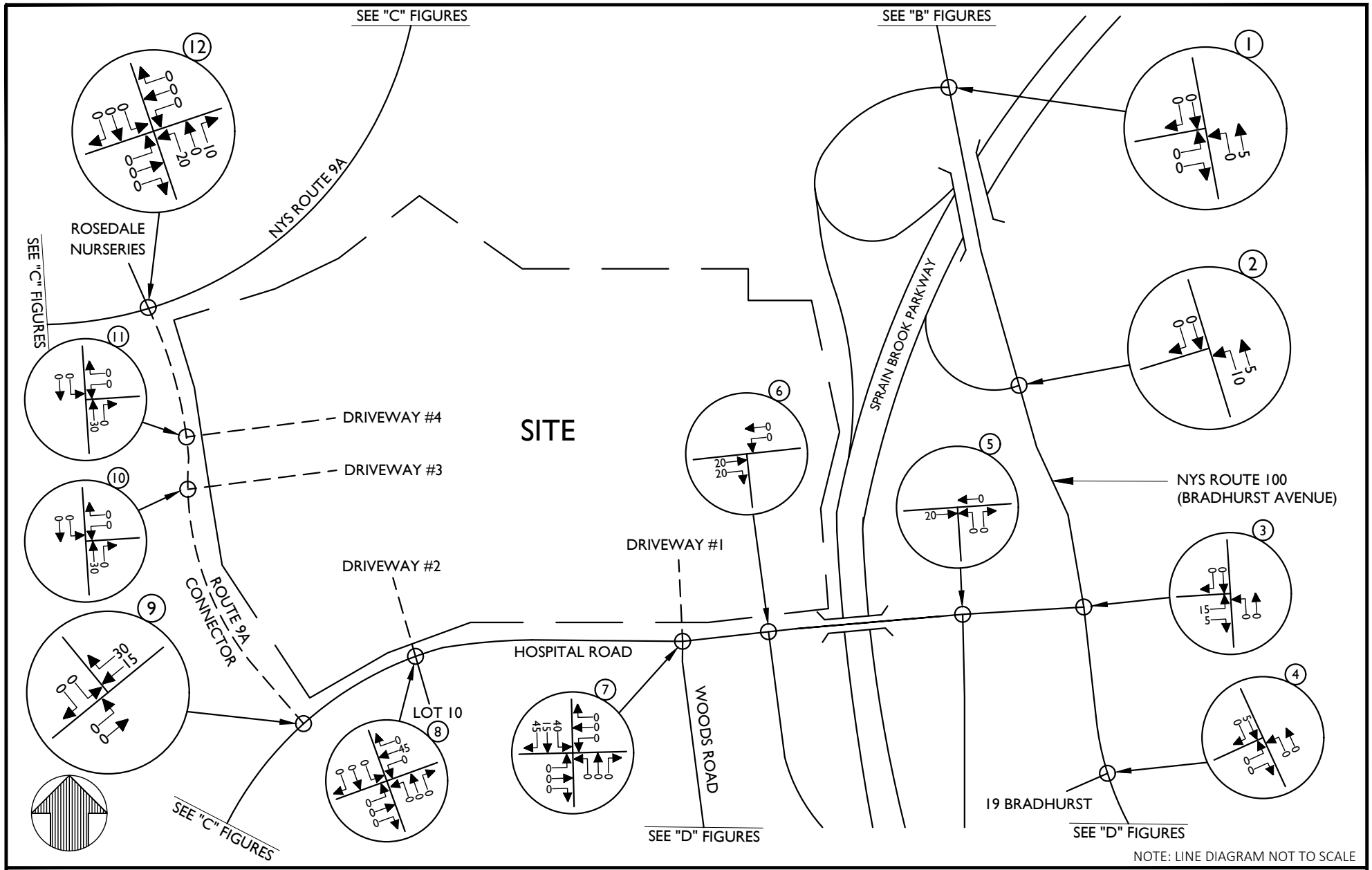
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
PHASE I
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
HOTEL

SHEET NUMBER:
FIGURE NO. 18-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

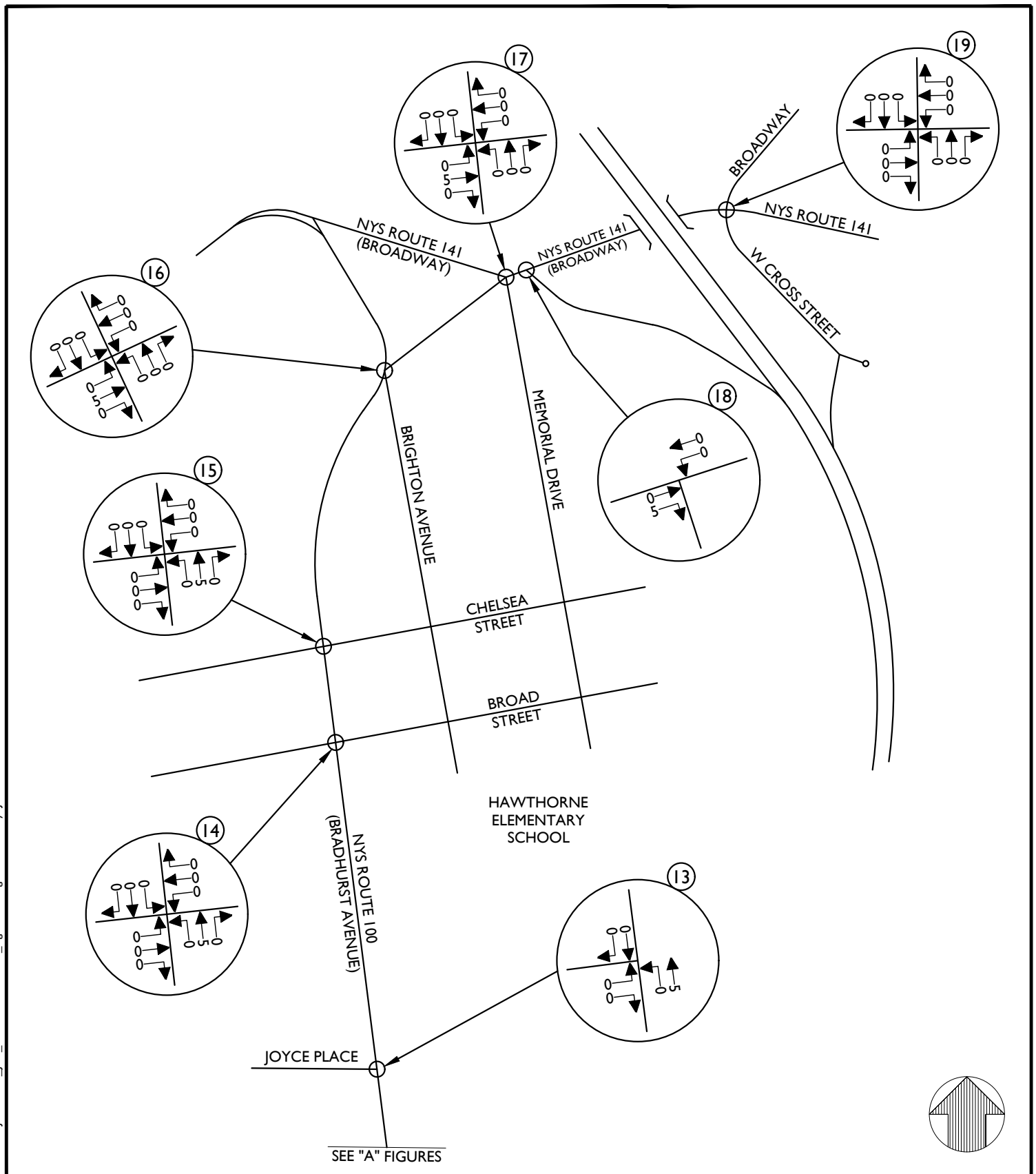
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
PHASE 1
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
HOTEL

SHEET NUMBER:
FIGURE NO. 19-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

■ **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
■ **NEW YORK** • Albany • New Windsor • Westchester
■ **NEW MEXICO** • Albuquerque
■ **MARYLAND** • Columbia
■ **TEXAS** • College Station
■ **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
■ **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ **NORTH CAROLINA** • Charlotte • Raleigh
■ **VIRGINIA** • Sterling • Norfolk
■ **TENNESSEE** • Nashville
■ **INDIANA** • Lafayette
■ **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

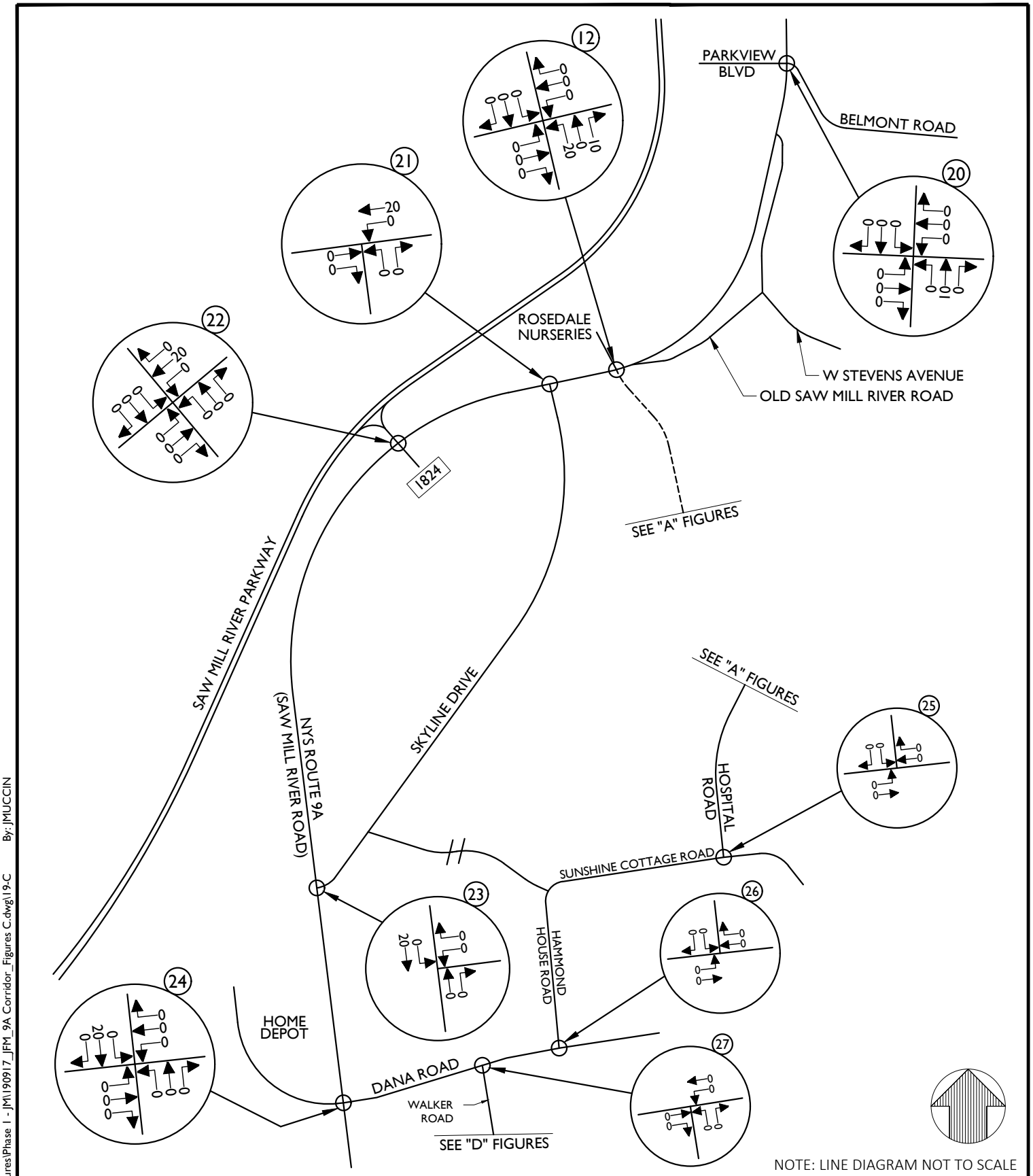
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
PHASE 1
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
HOTEL

SHEET NUMBER:
FIGURE NO. 19-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\19-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

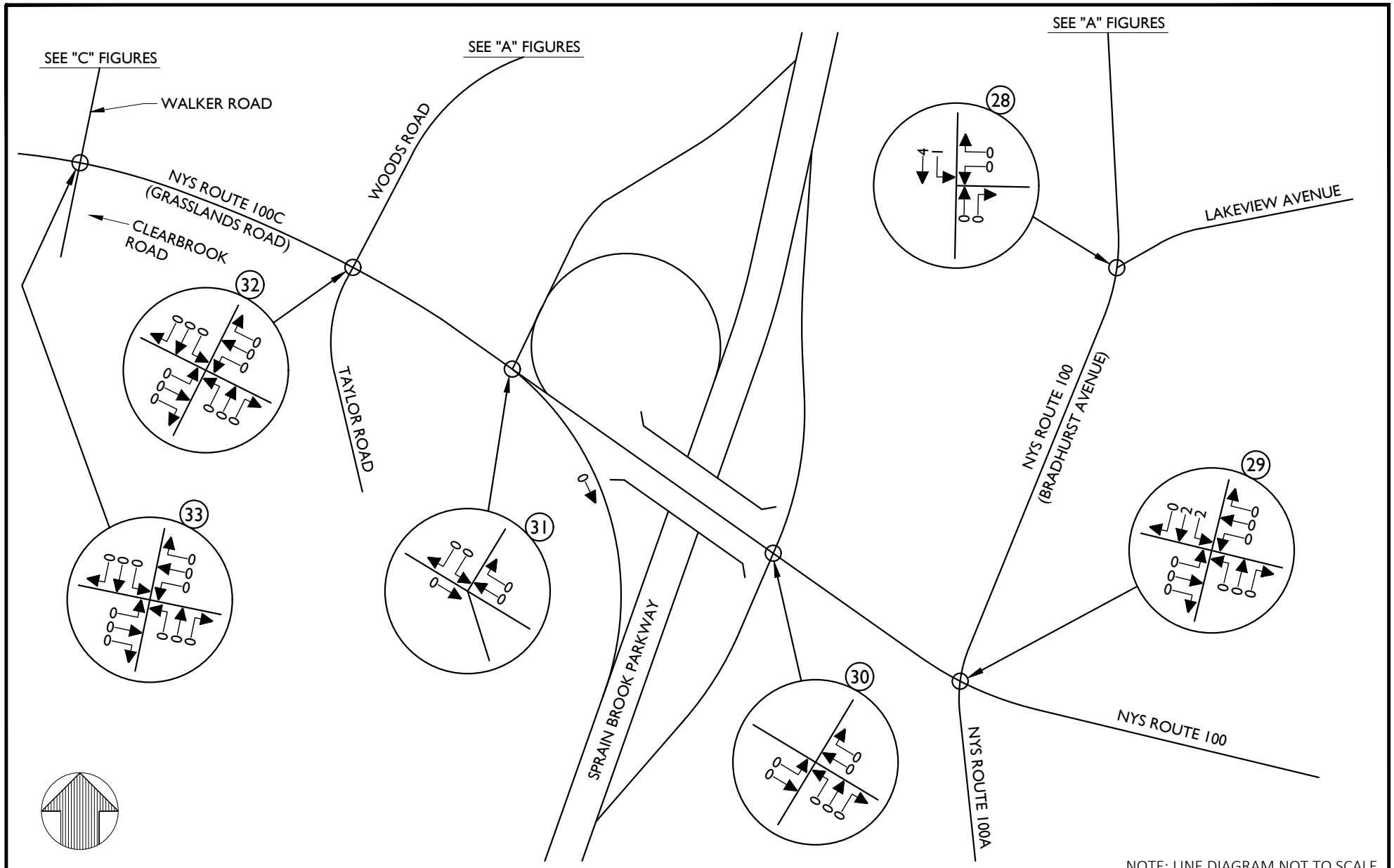
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
PHASE 1
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
HOTEL

SHEET NUMBER:
FIGURE NO. 19-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\19-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:

- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

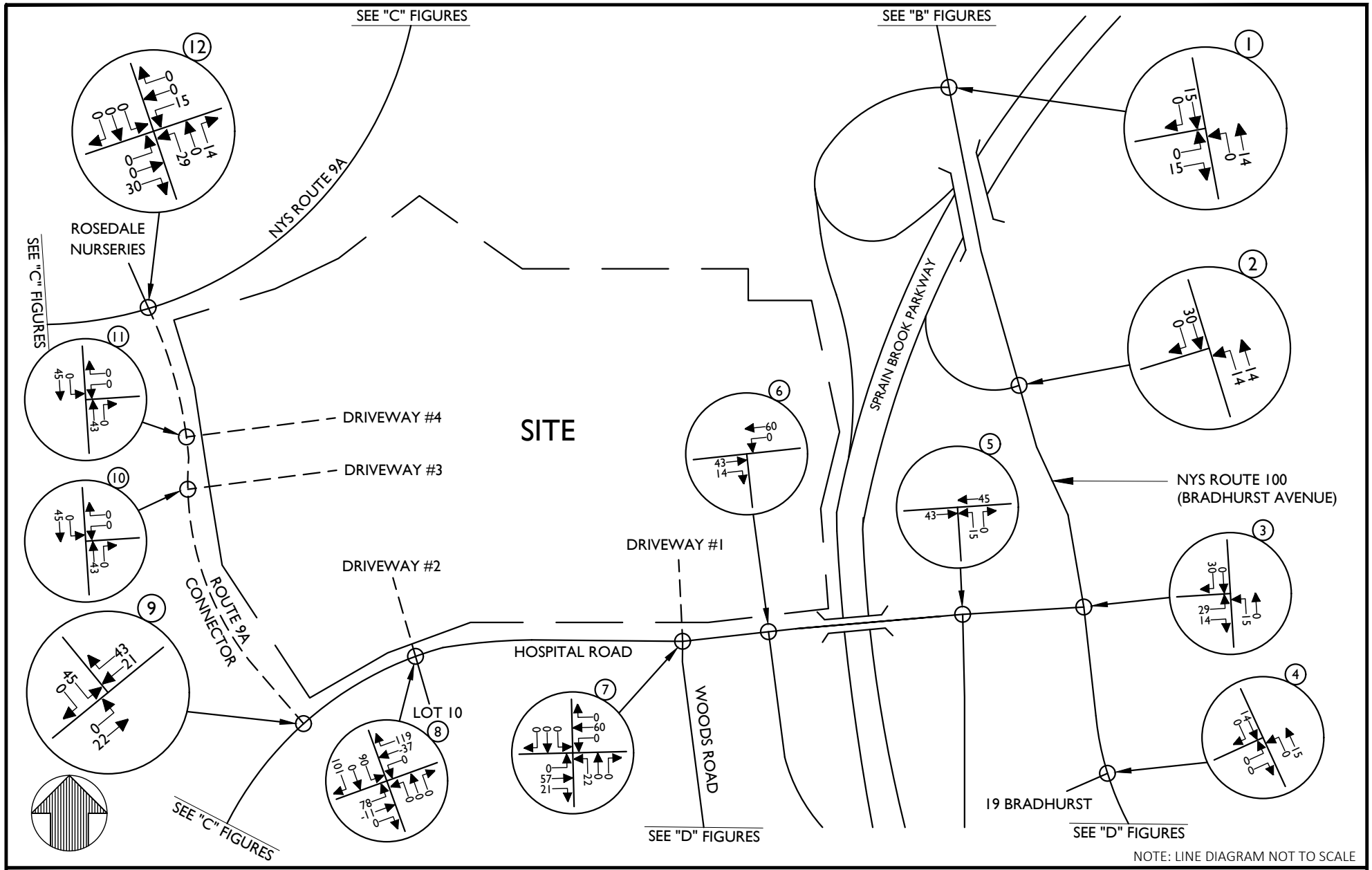
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
PHASE 1
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
HOTEL

SHEET NUMBER:
FIGURE NO. 19-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

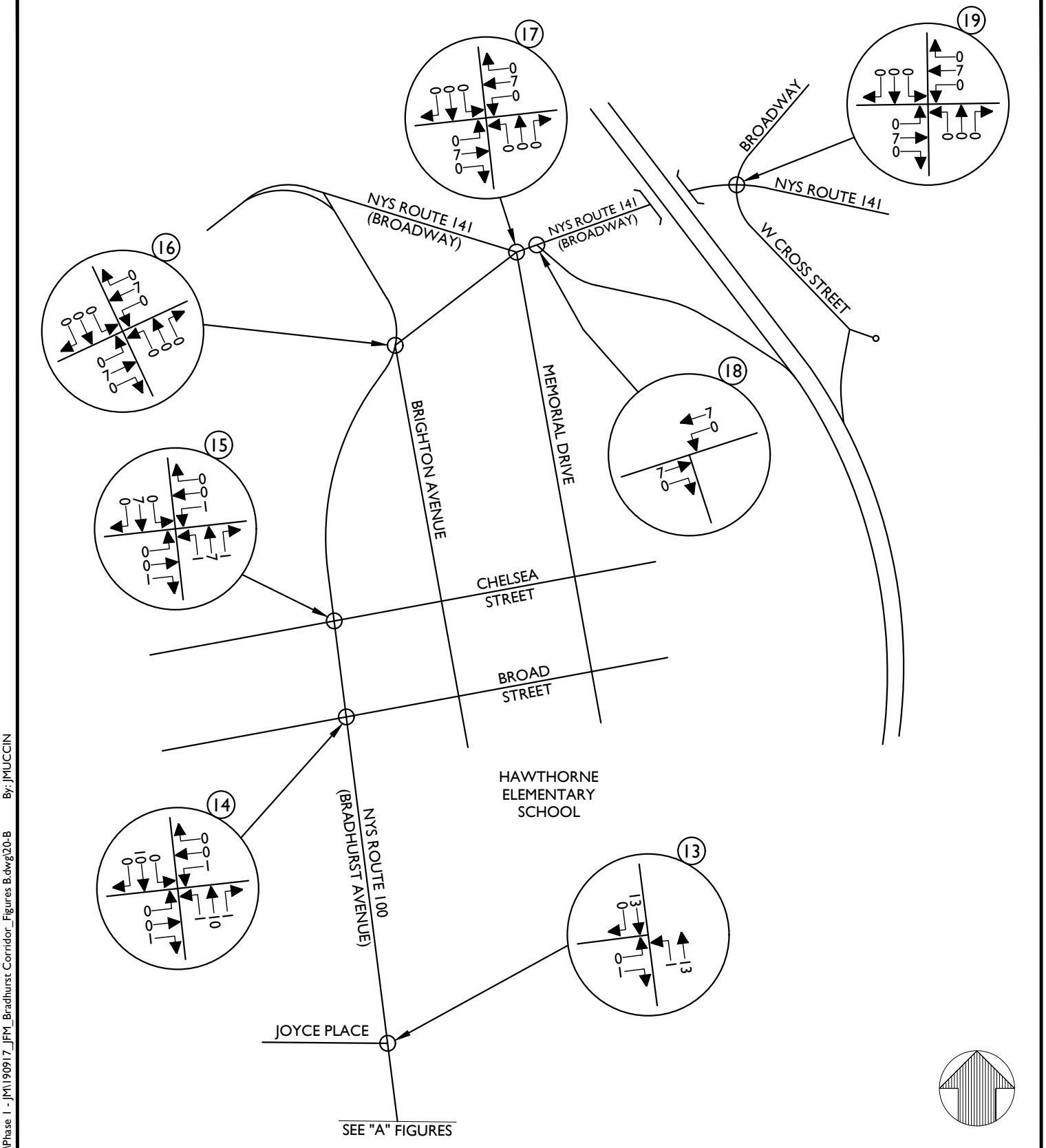
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM_HOSPITAL CORRIDOR_FIGURES_A

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
WEEKDAY PEAK AM HOUR
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 20-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✱ Planners ✱ Surveyors
Landscape Architects ✱ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

■ NEW JERSEY • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
■ NEW YORK • Albany • New Windsor • Westchester
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Orlando • Miami • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** **Call** before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

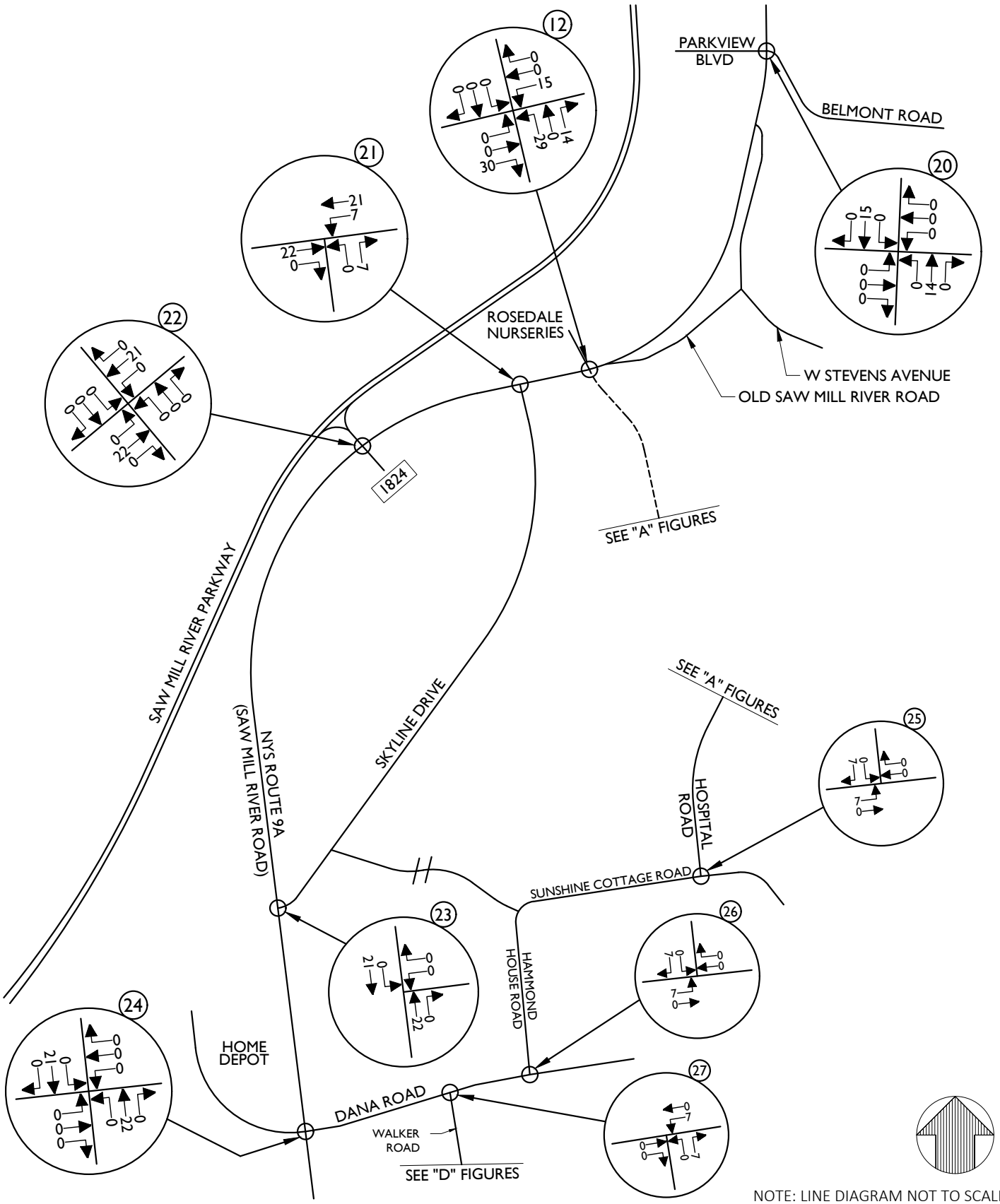
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
WEEKDAY PEAK AM HOUR
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 20-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\20-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- NEW JERSEY: Red Bank, Hamilton, Montvale, Mt. Laurel, Clinton, Egg Harbor, Mt. Arlington
- NEW YORK: Albany, Westchester, New Windsor
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Miami, Orlando, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

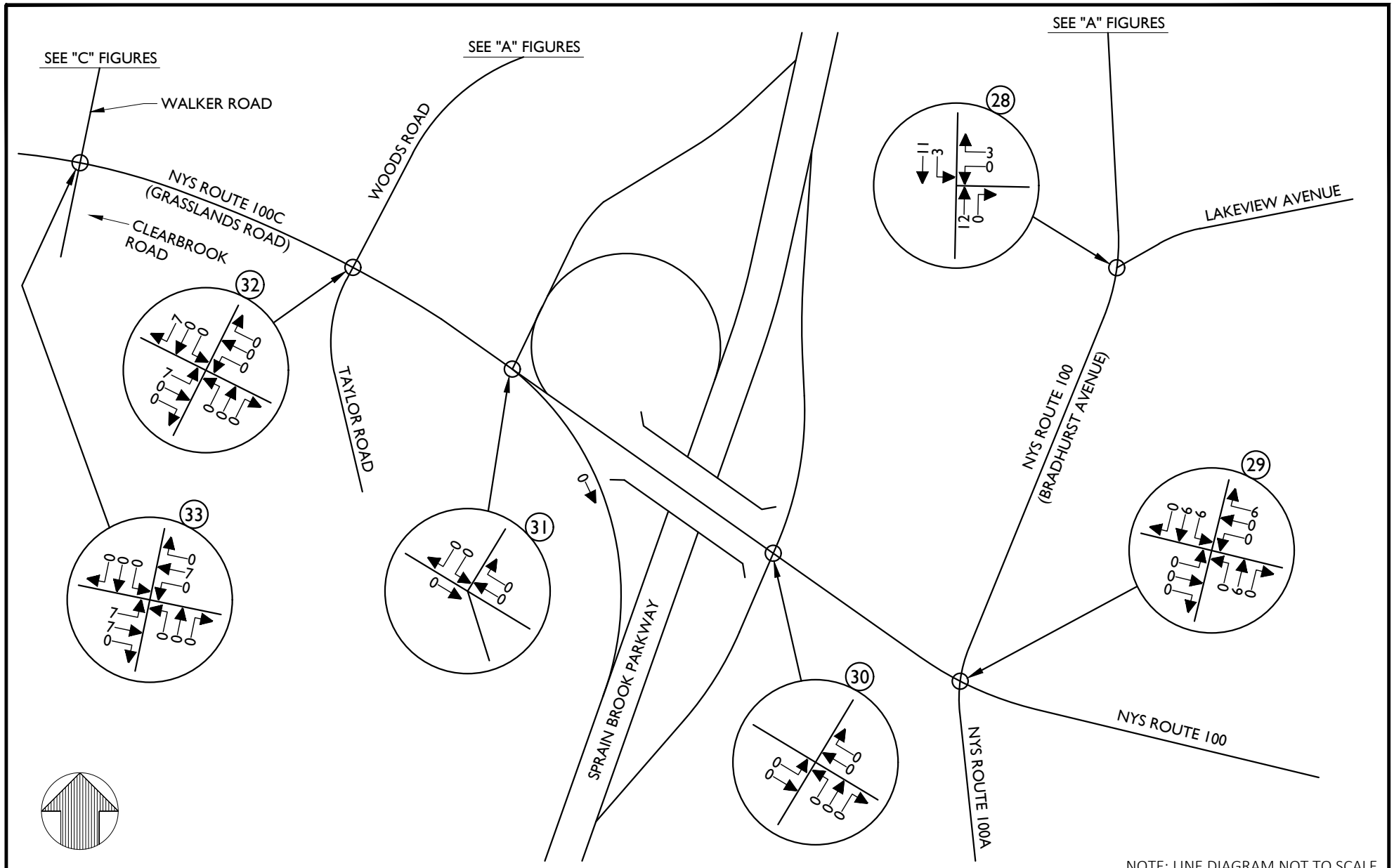
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
RETAIL/GROCERY/PHARMACY/FITNESS
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 20-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase I - JM\190917_JFM_9A Corridor_Figures C.dwg\20-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

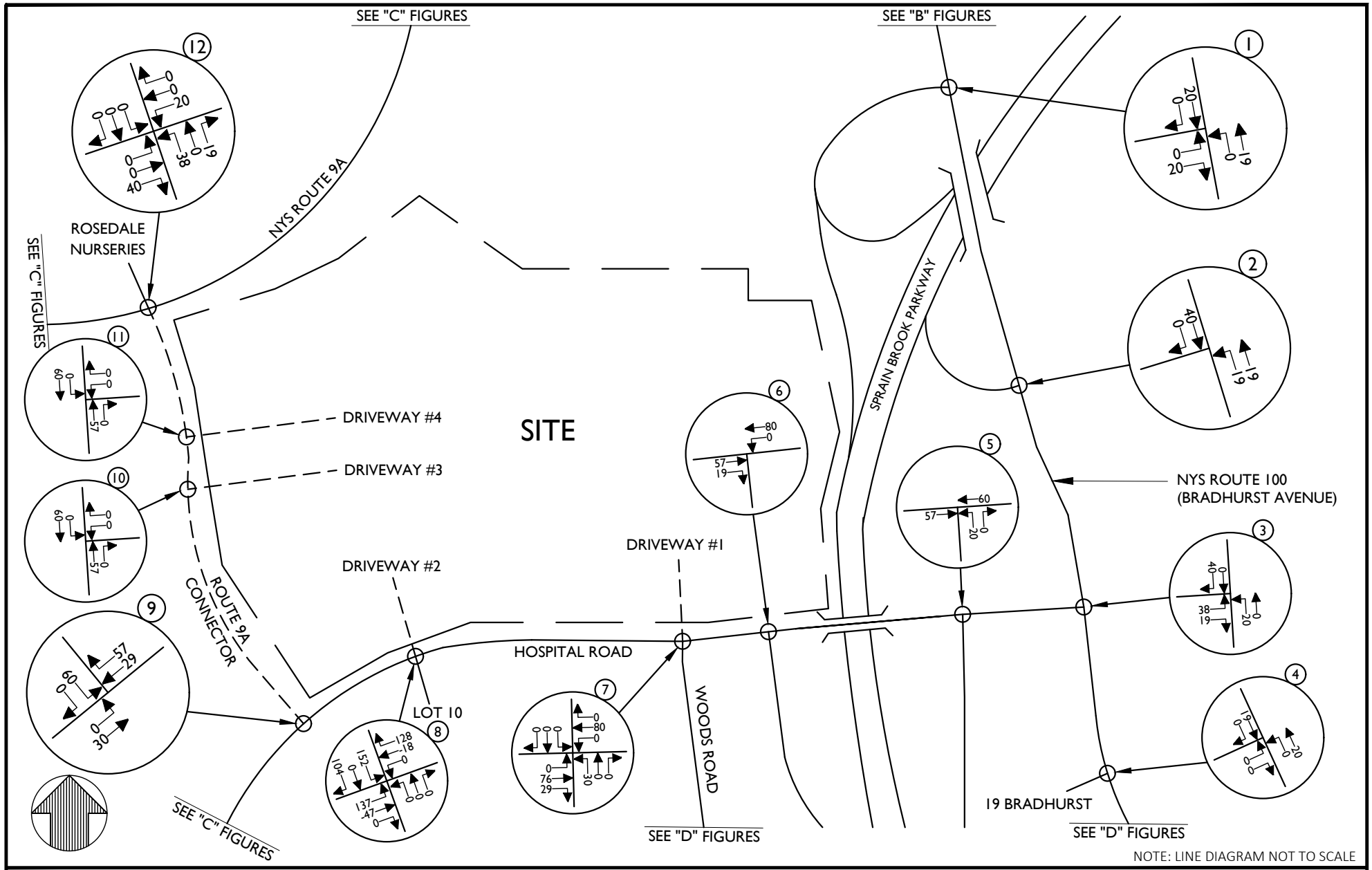
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_TFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
WEEKDAY PEAK AM HOUR
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 20-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

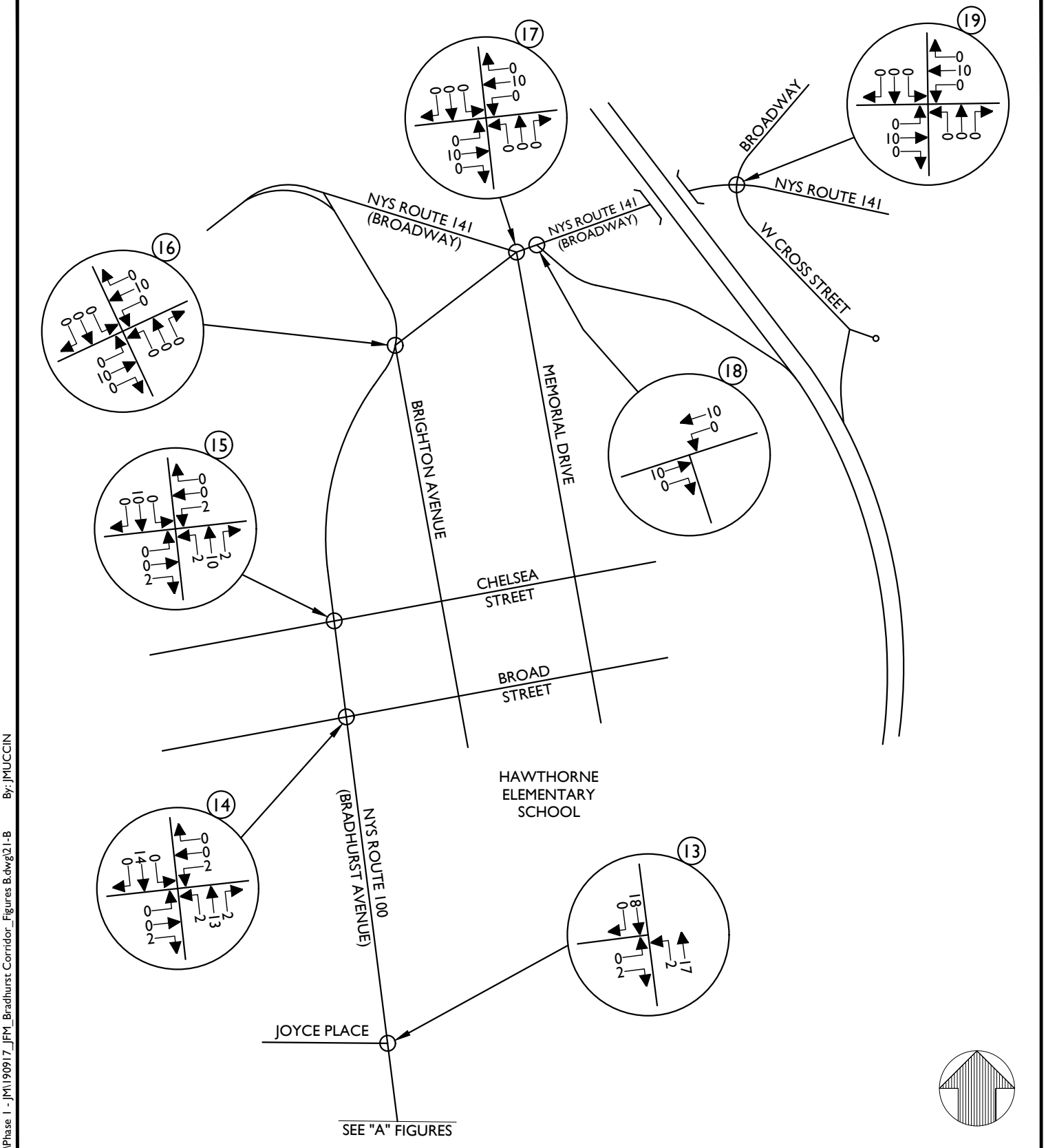
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
WEEKDAY PEAK PM HOUR
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 21-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

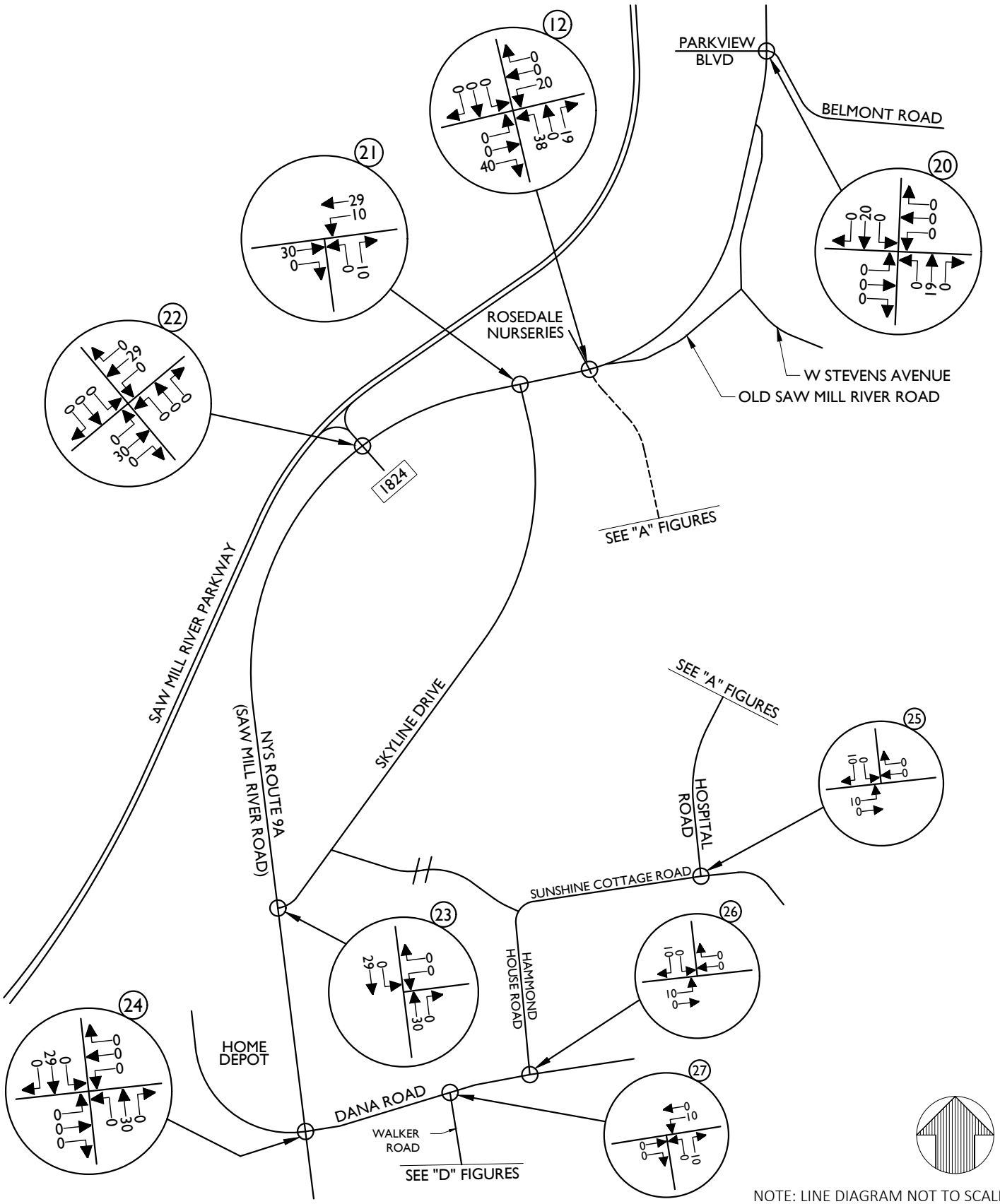
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
WEEKDAY PEAK PM HOUR
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 21-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\21-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

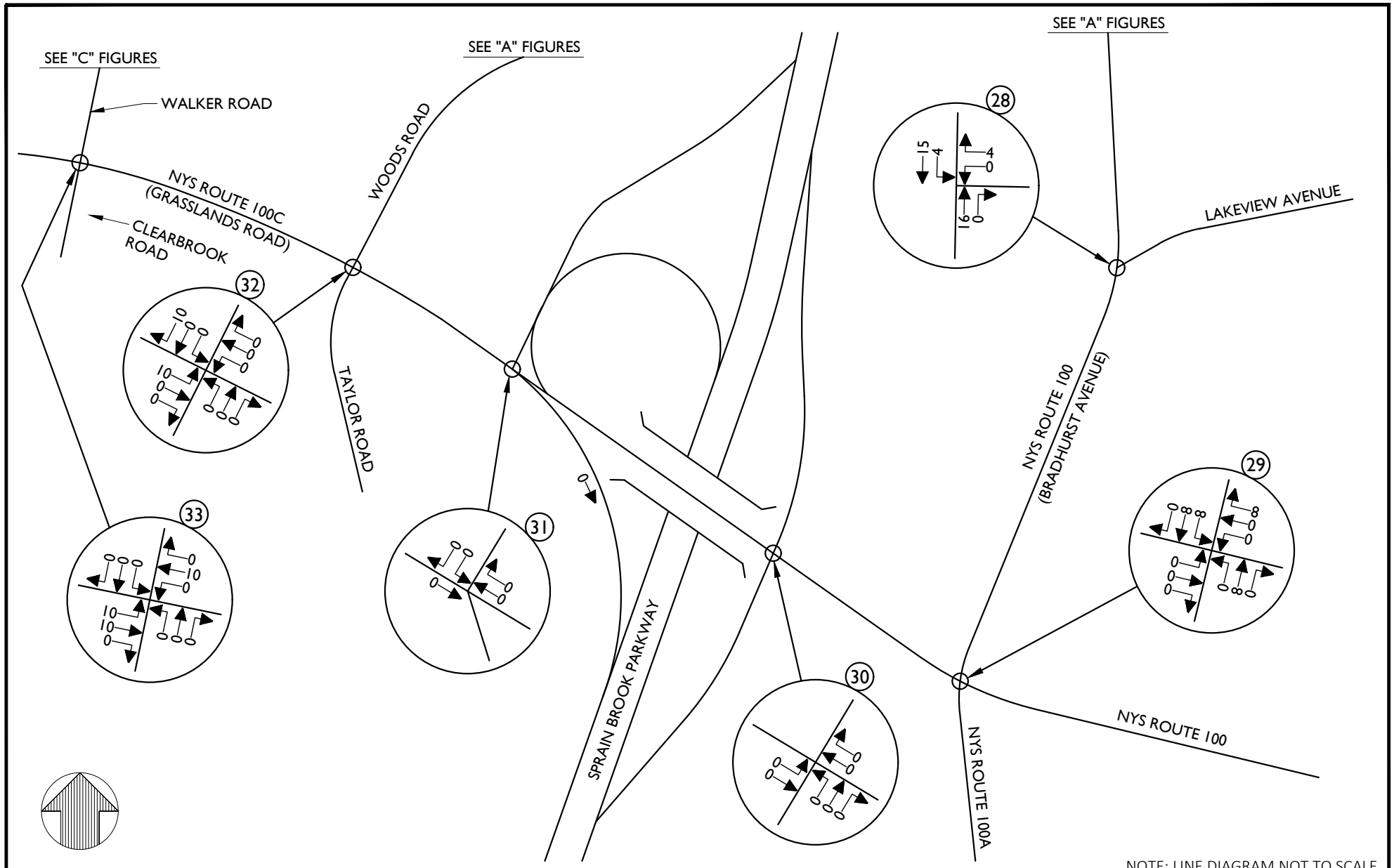
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
RETAIL/GROCERY/PHARMACY/FITNESS
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 21-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase I - JM\190917_JFM_9A Corridor_Figures C.dwg\21-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

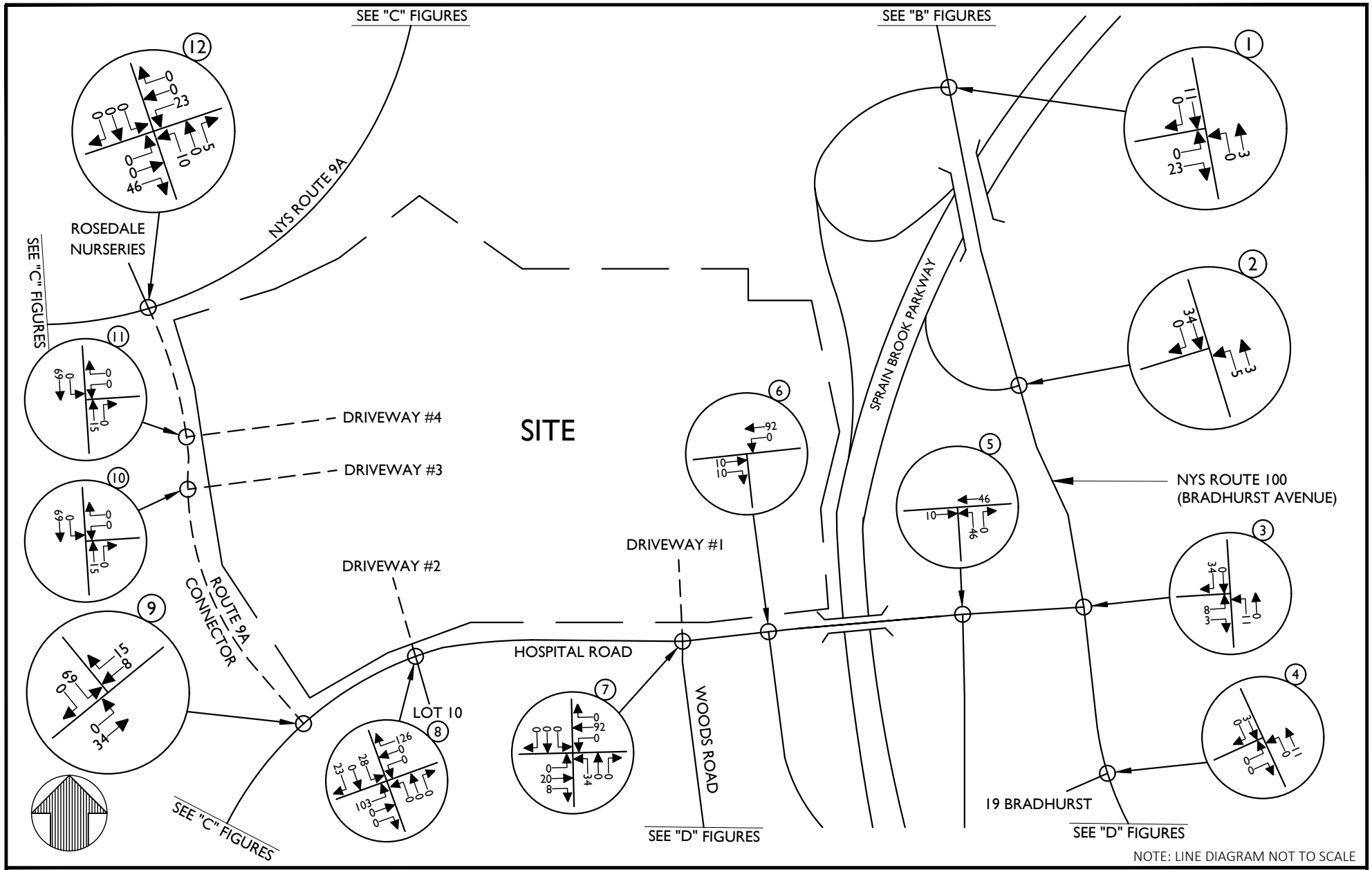
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_PM_100C CORRIDOR_FIGURES D

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
WEEKDAY PEAK PM HOUR
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 21-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

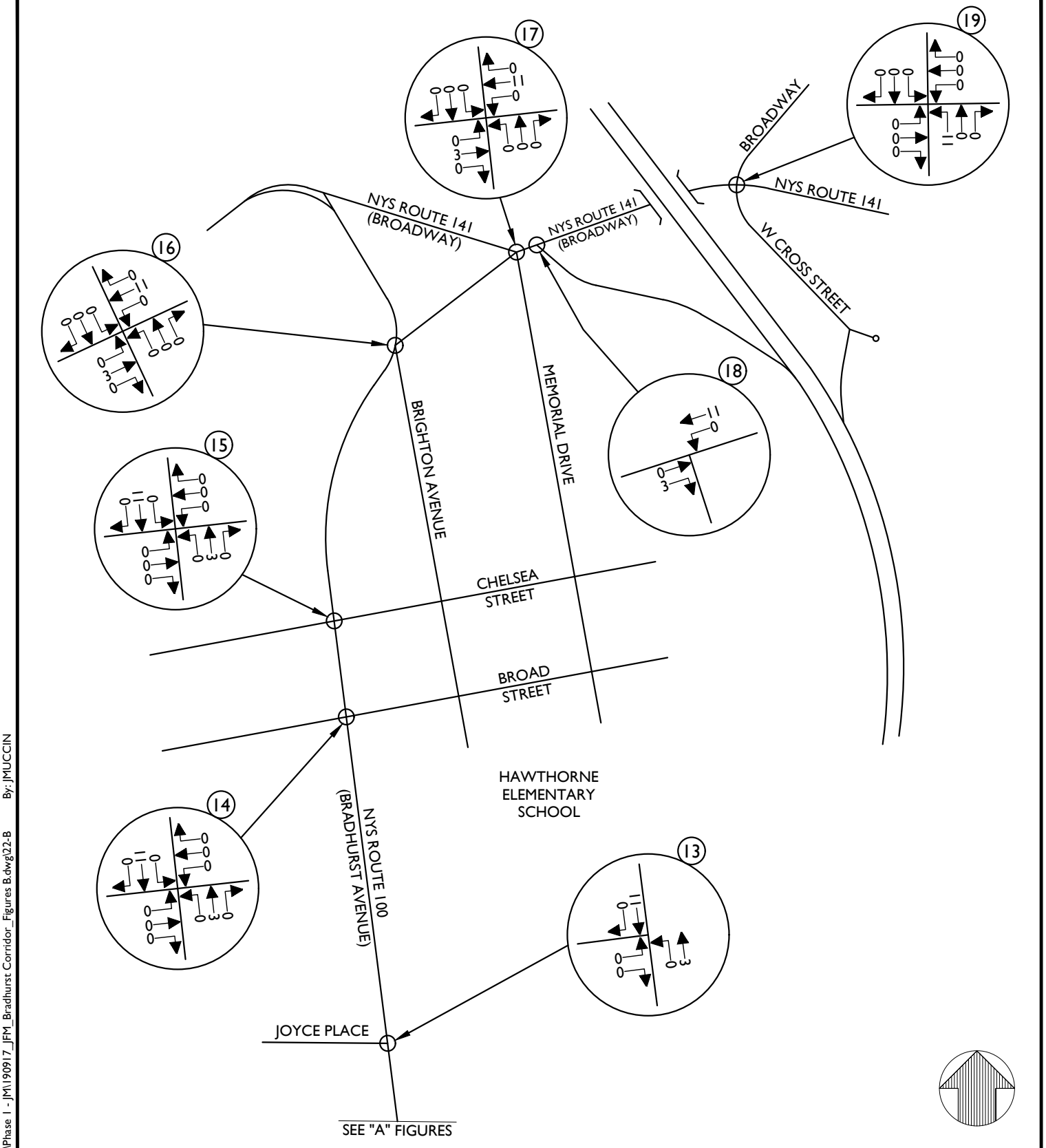
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
WEEKDAY PEAK AM HOUR
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 22-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✱ Planners ✱ Surveyors
Landscape Architects ✱ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

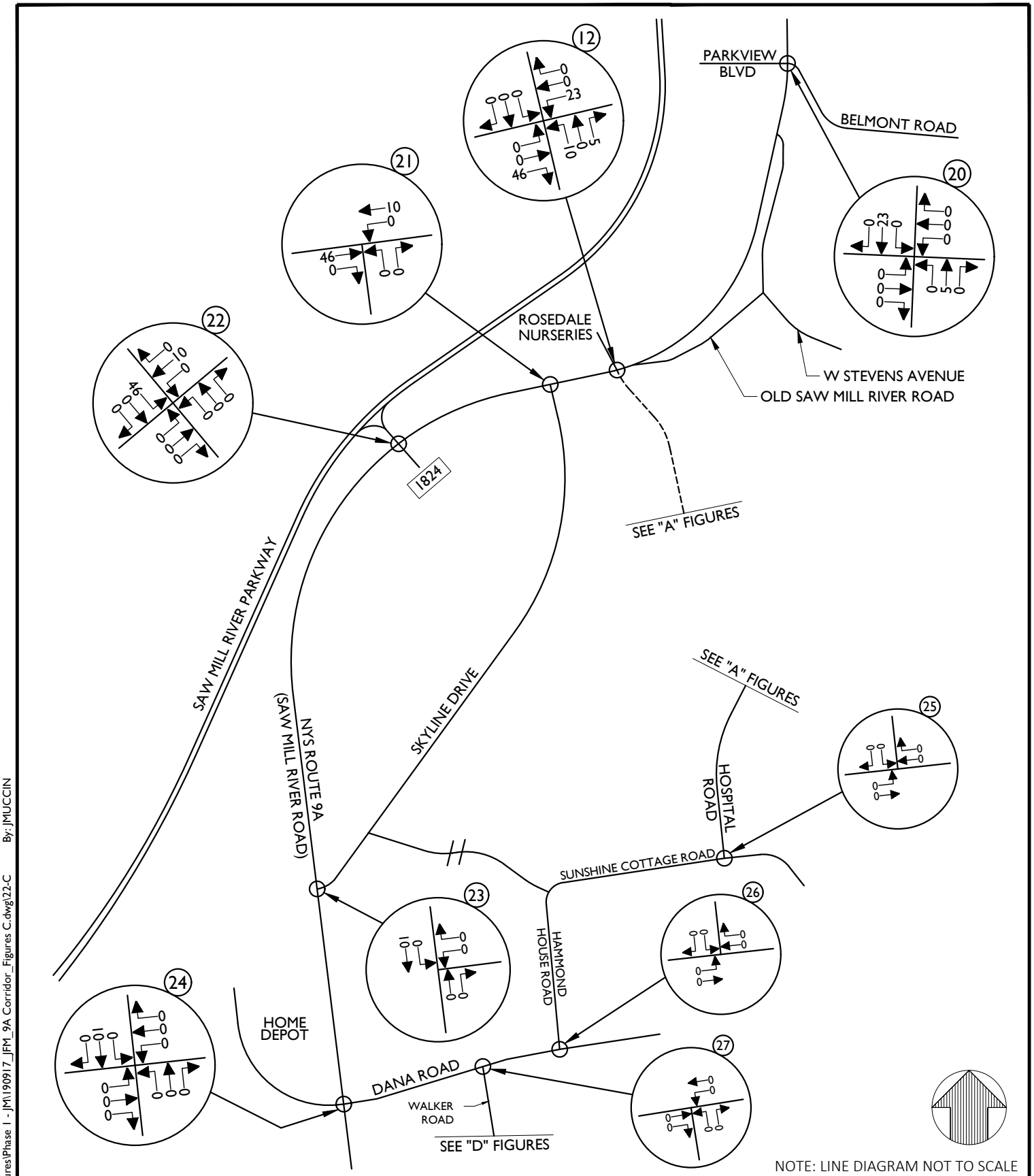
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
WEEKDAY PEAK AM HOUR
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 22-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\22-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** **Call** before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

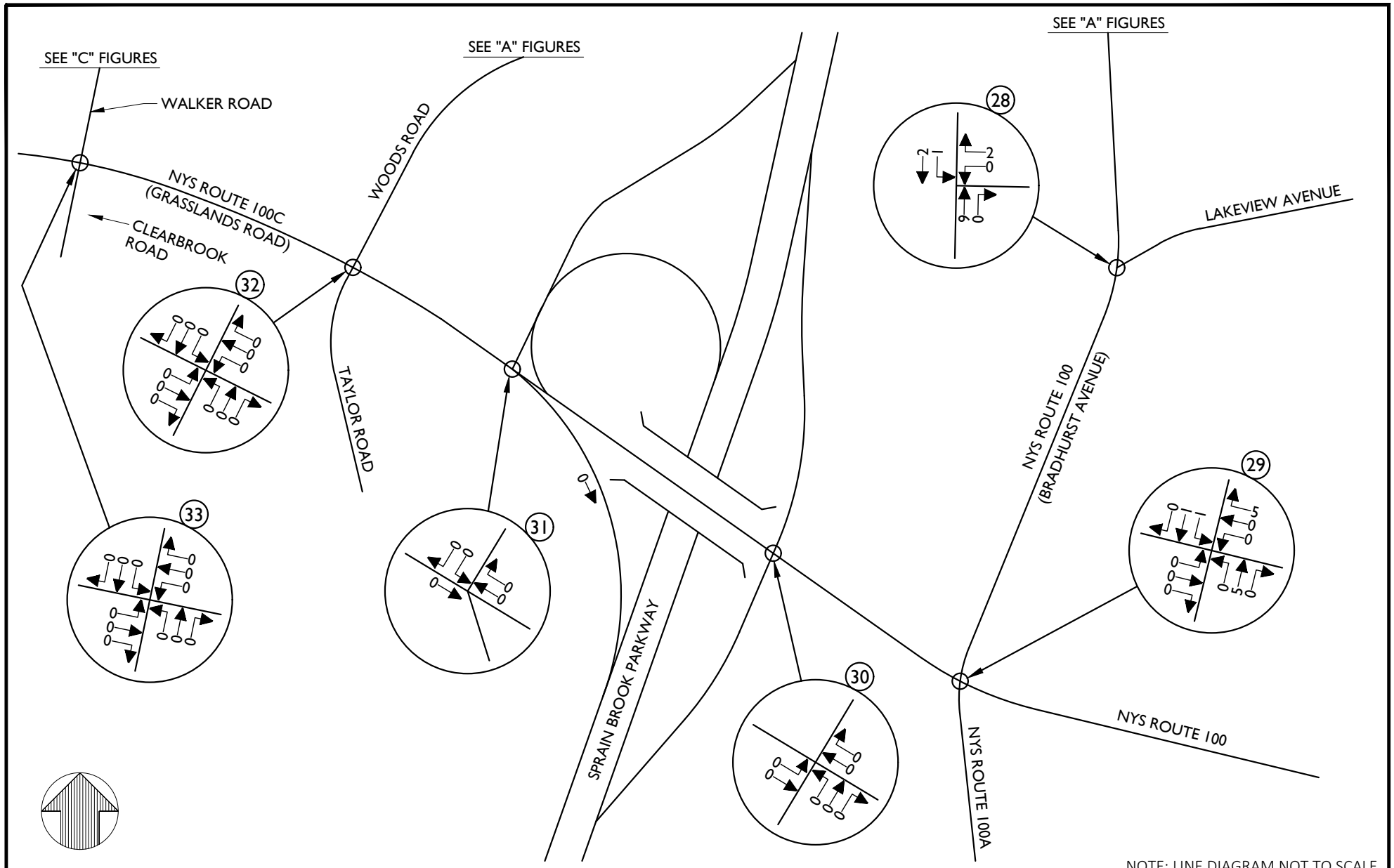
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
MEDICAL OFFICE/BIOTECH RESEARCH
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 22-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase I - JM\190917_JFM_9A Corridor_Figures C.dwg\22-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

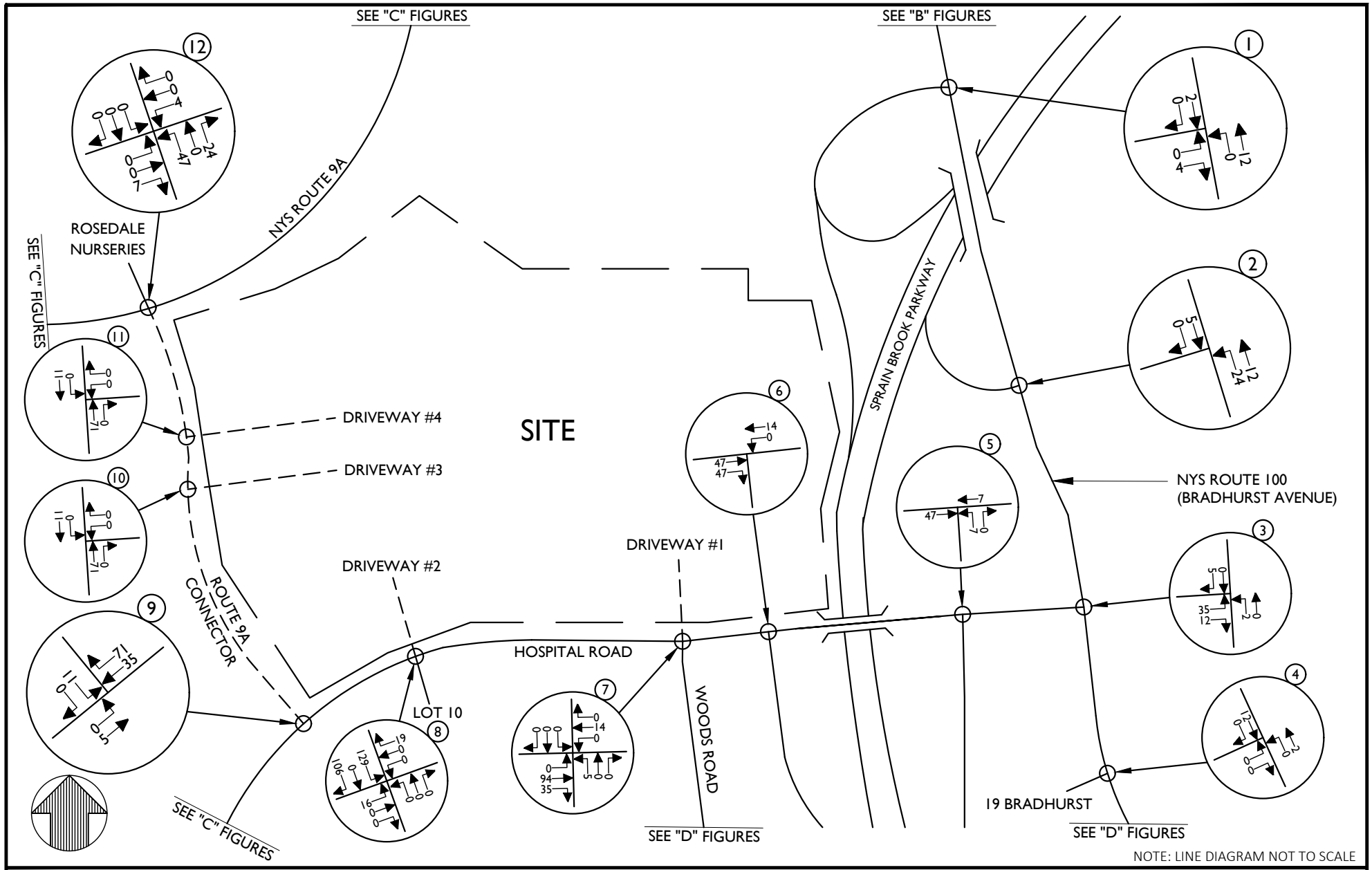
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 19091_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
WEEKDAY PEAK AM HOUR
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 22-D



MASER CONSULTING P.A.
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

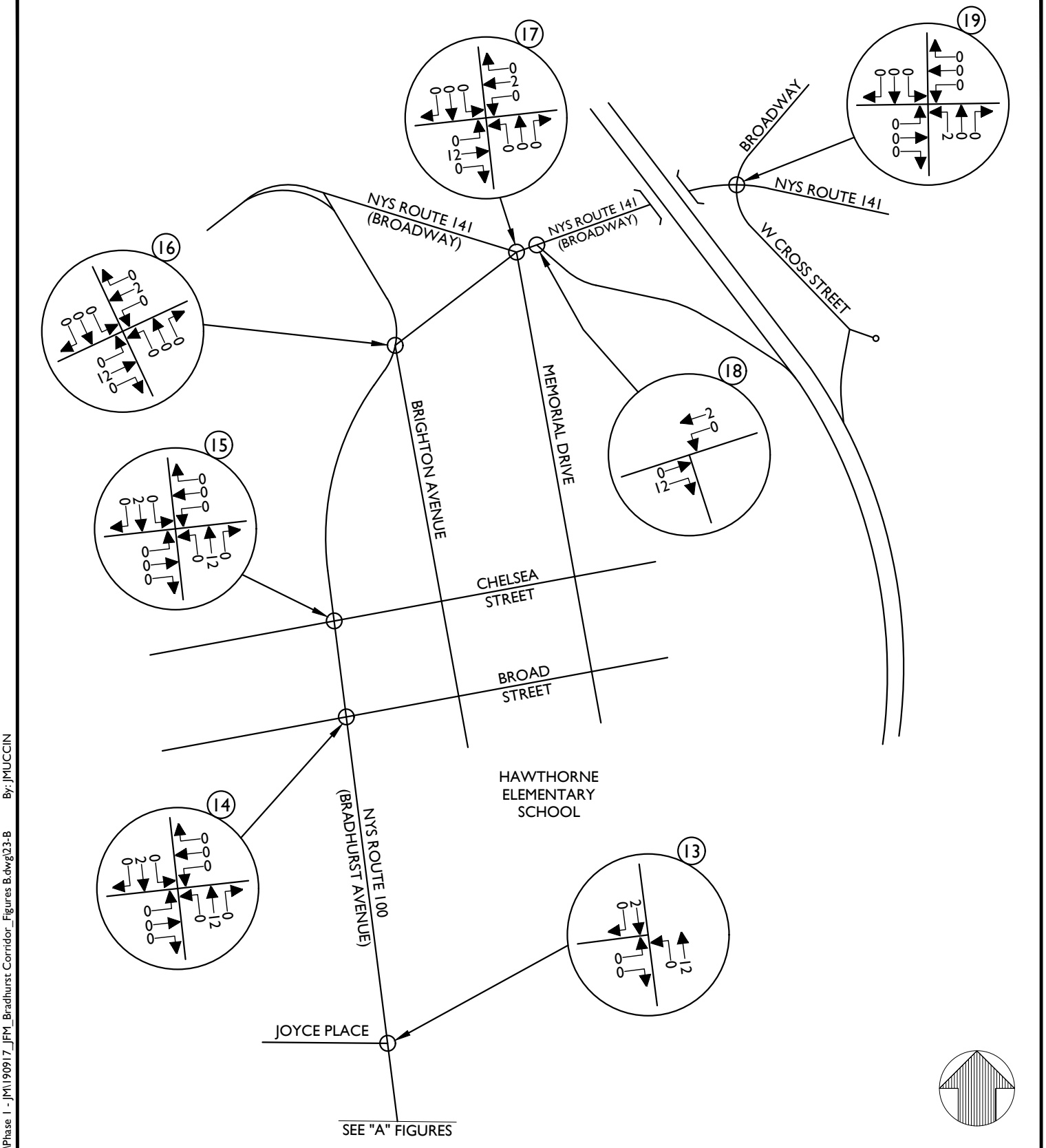
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
WEEKDAY PEAK PM HOUR
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 23-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

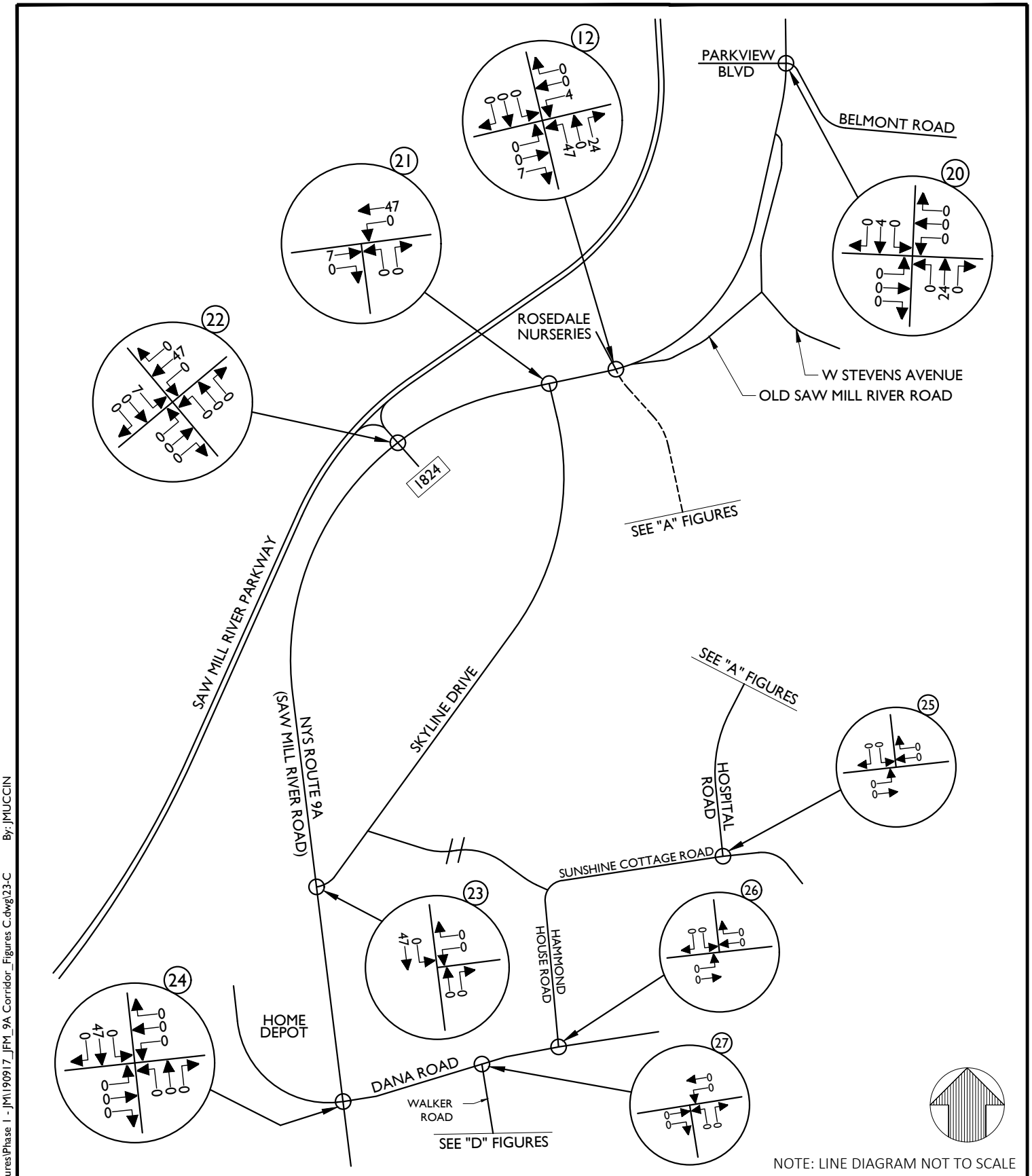
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
WEEKDAY PEAK PM HOUR
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 23-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\23-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- NEW JERSEY: Red Bank, Hamilton, Montvale, Mt. Laurel, Clinton, Egg Harbor, Mt. Arlington
- NEW YORK: Albany, Westchester, New Windsor
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Miami, Orlando, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

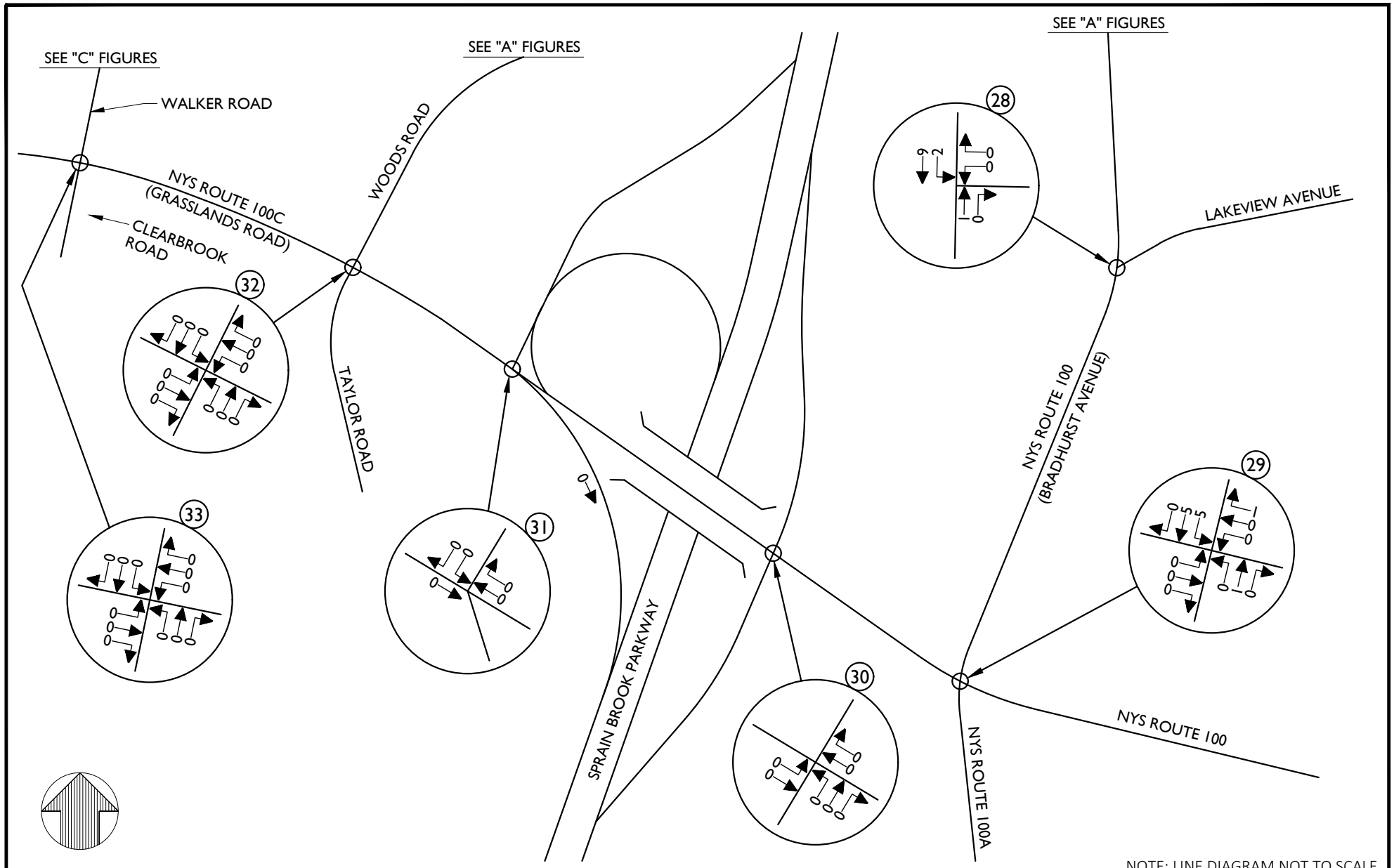
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
MEDICAL OFFICE/BIOTECH RESEARCH
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 23-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase I - JM\190917_JFM_9A Corridor_Figures C.dwg\23-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

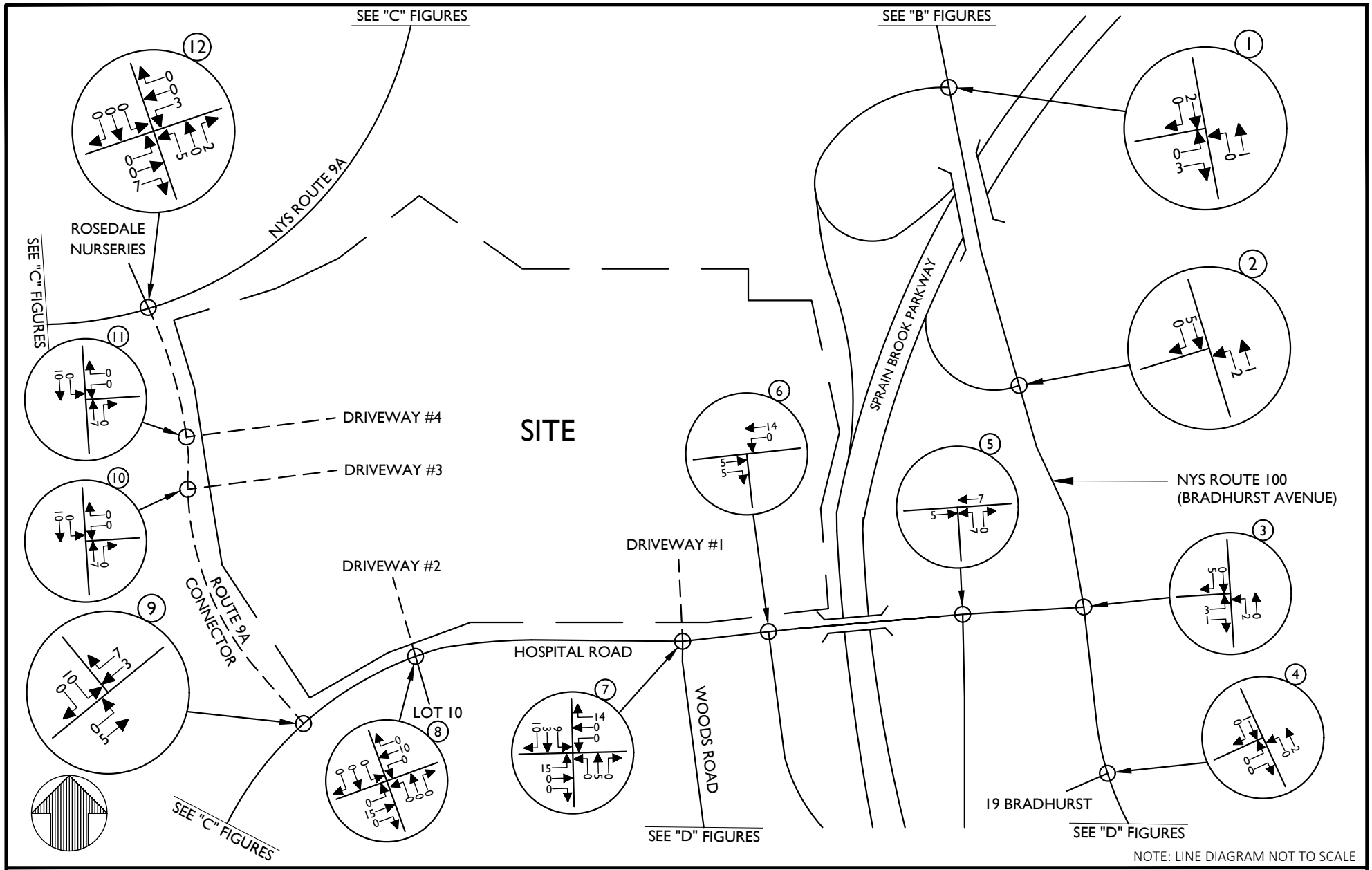
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	19091_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
WEEKDAY PEAK PM HOUR
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 23-D



MASER CONSULTING P.A.
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

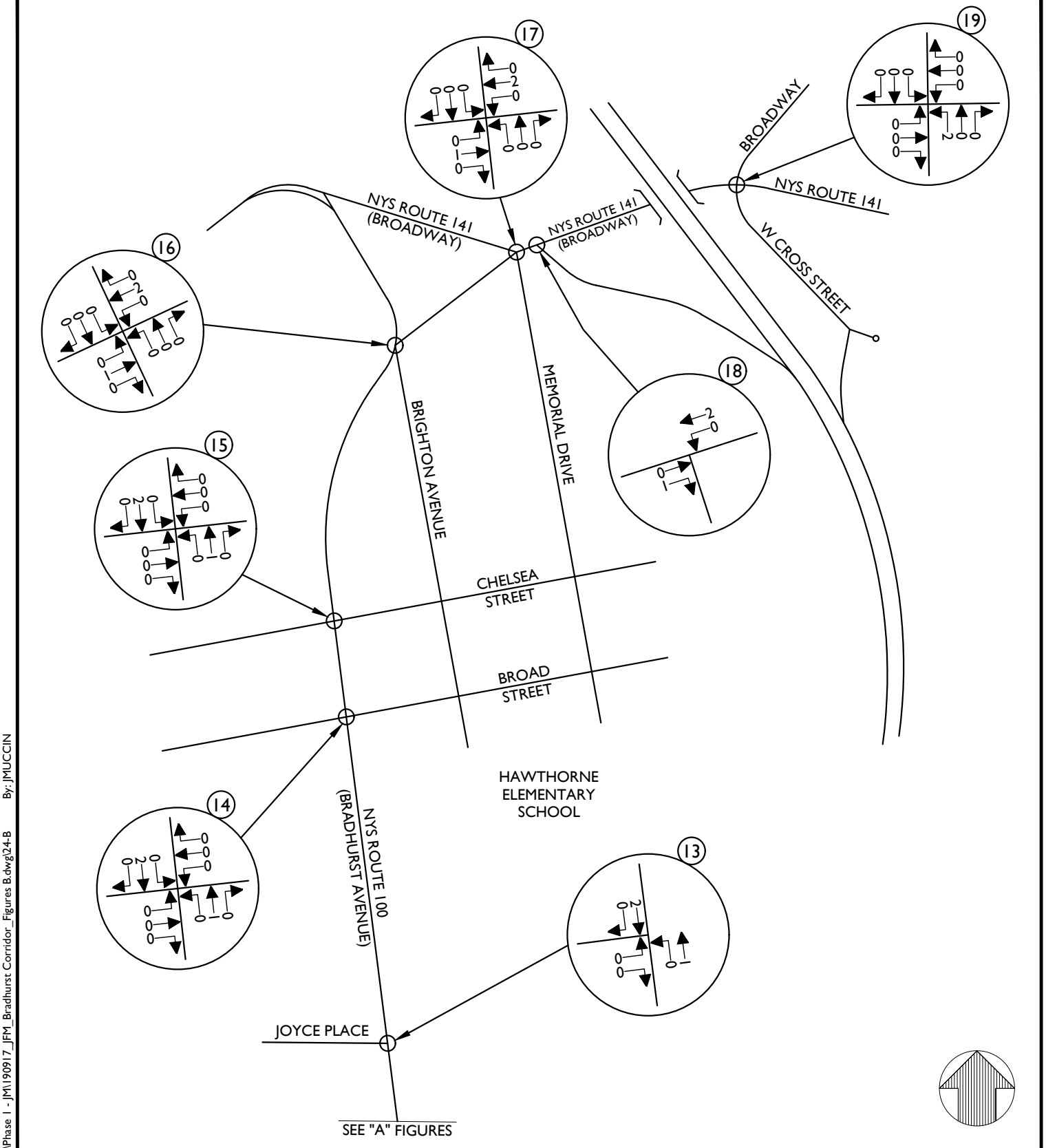
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
WEEKDAY PEAK AM HOUR
HOTEL

SHEET NUMBER:
FIGURE NO. 24-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

■ NEW JERSEY
• Red Bank • Clinton
• Hamilton • Egg Harbor
• Montvale • Mt. Arlington
• Mt. Laurel

■ NEW YORK
• Albany • New Windsor
• Westchester

■ NEW MEXICO
• Albuquerque

■ MARYLAND
• Columbia

■ TEXAS
• College Station

■ FLORIDA
• Tampa • Orlando
• Miami • Jacksonville

■ PENNSYLVANIA
• Lehigh Valley • Exton
• Philadelphia • Pittsburgh

■ NORTH CAROLINA
• Charlotte • Raleigh

■ VIRGINIA
• Sterling • Norfolk

■ TENNESSEE
• Nashville

■ INDIANA
• Lafayette

■ COLORADO
• Denver

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

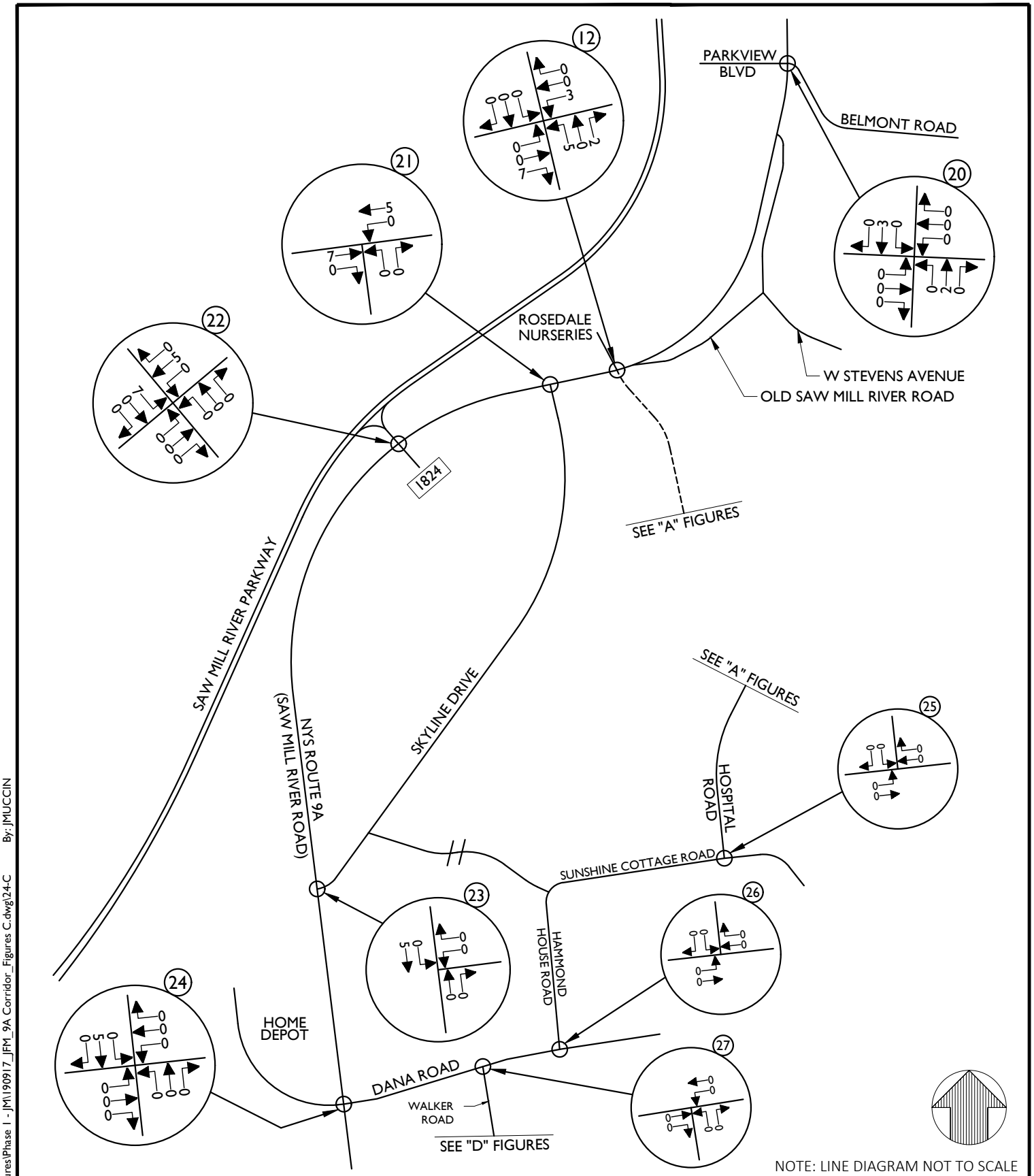
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
WEEKDAY PEAK AM HOUR
HOTEL

SHEET NUMBER:
FIGURE NO. 24-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\24-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

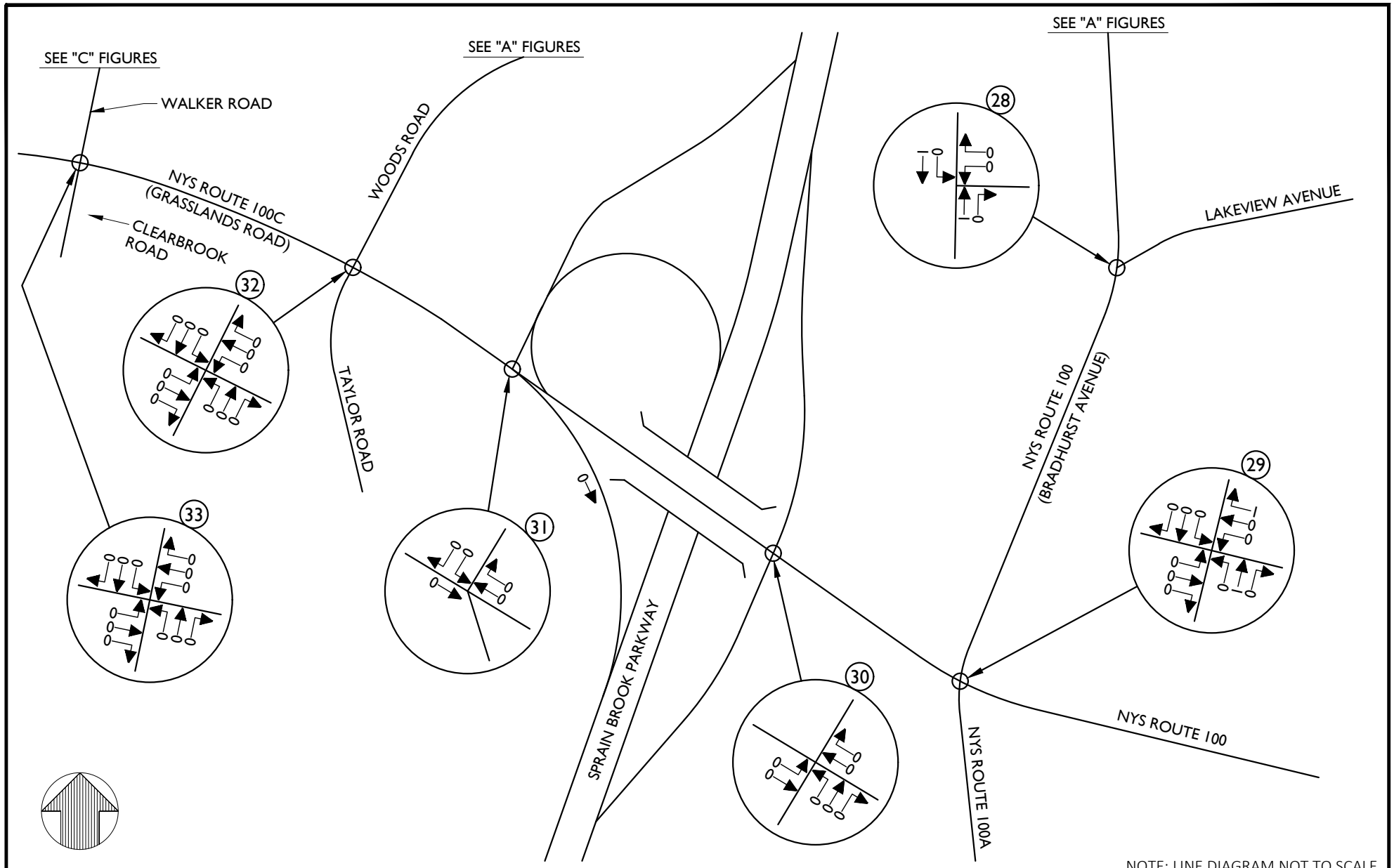
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
HOTEL
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 24-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\24-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

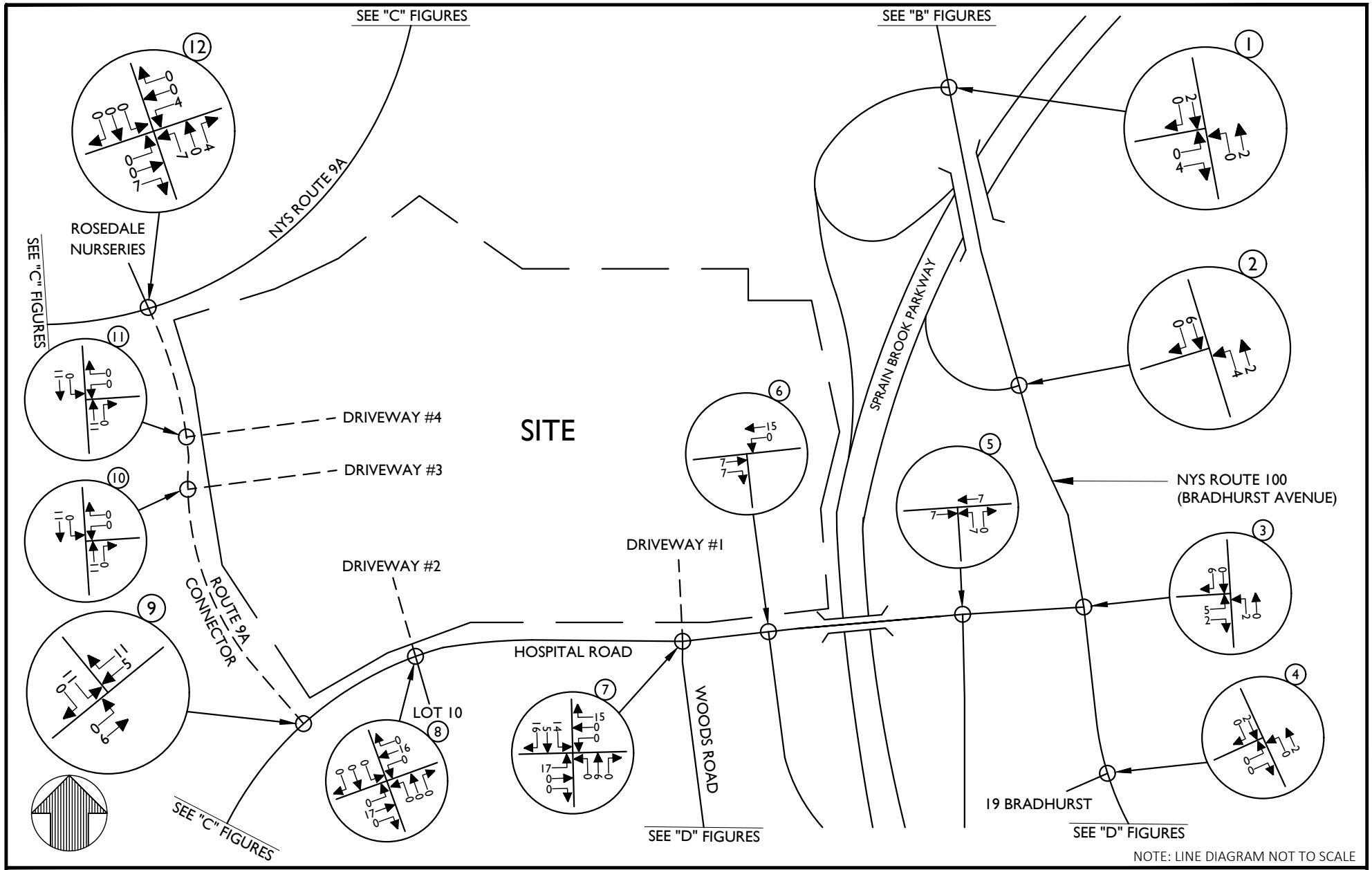
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_TFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
WEEKDAY PEAK AM HOUR
HOTEL

SHEET NUMBER:
FIGURE NO. 24-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

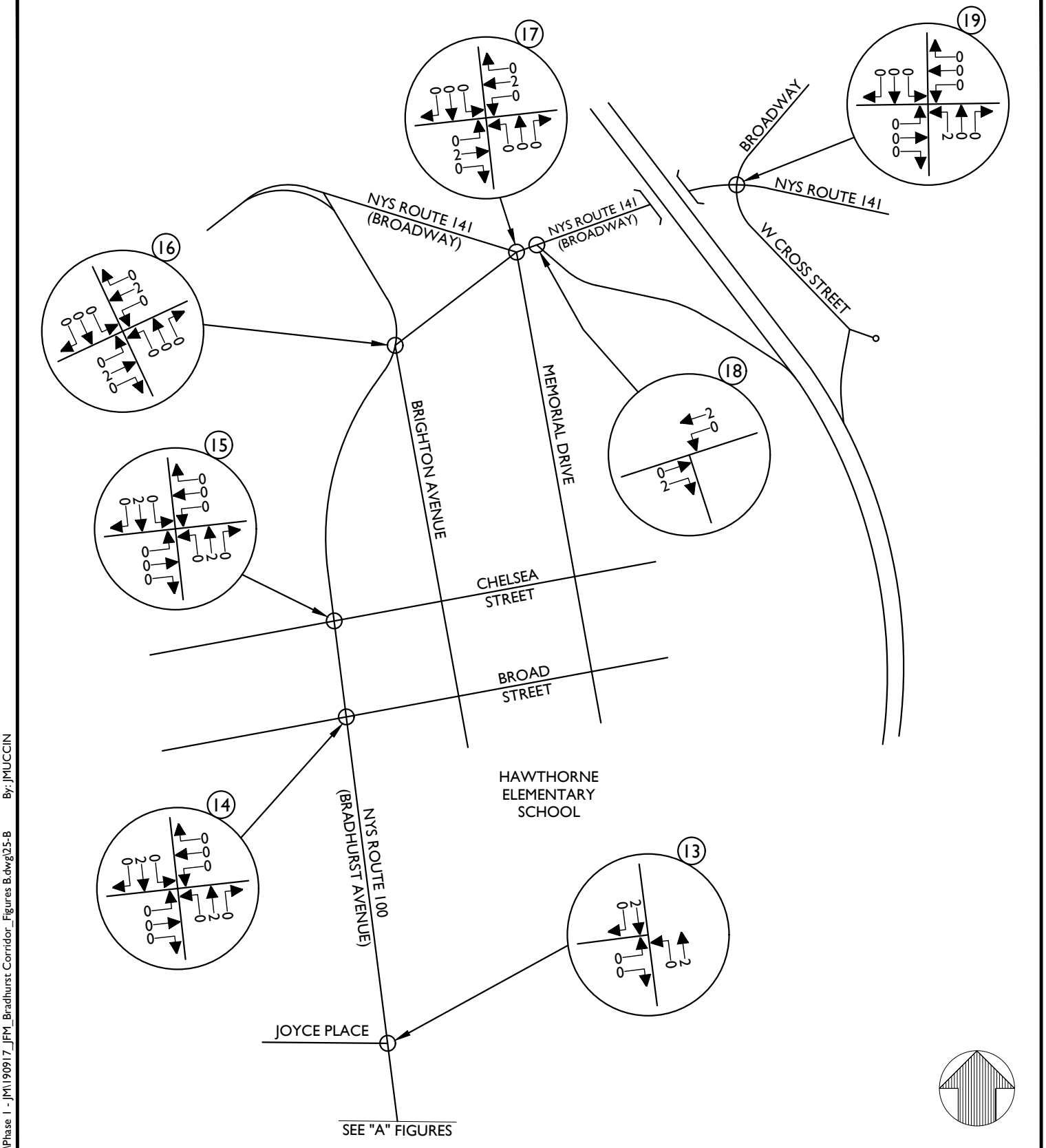
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
WEEKDAY PEAK PM HOUR
HOTEL

SHEET NUMBER:
FIGURE NO. 25-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

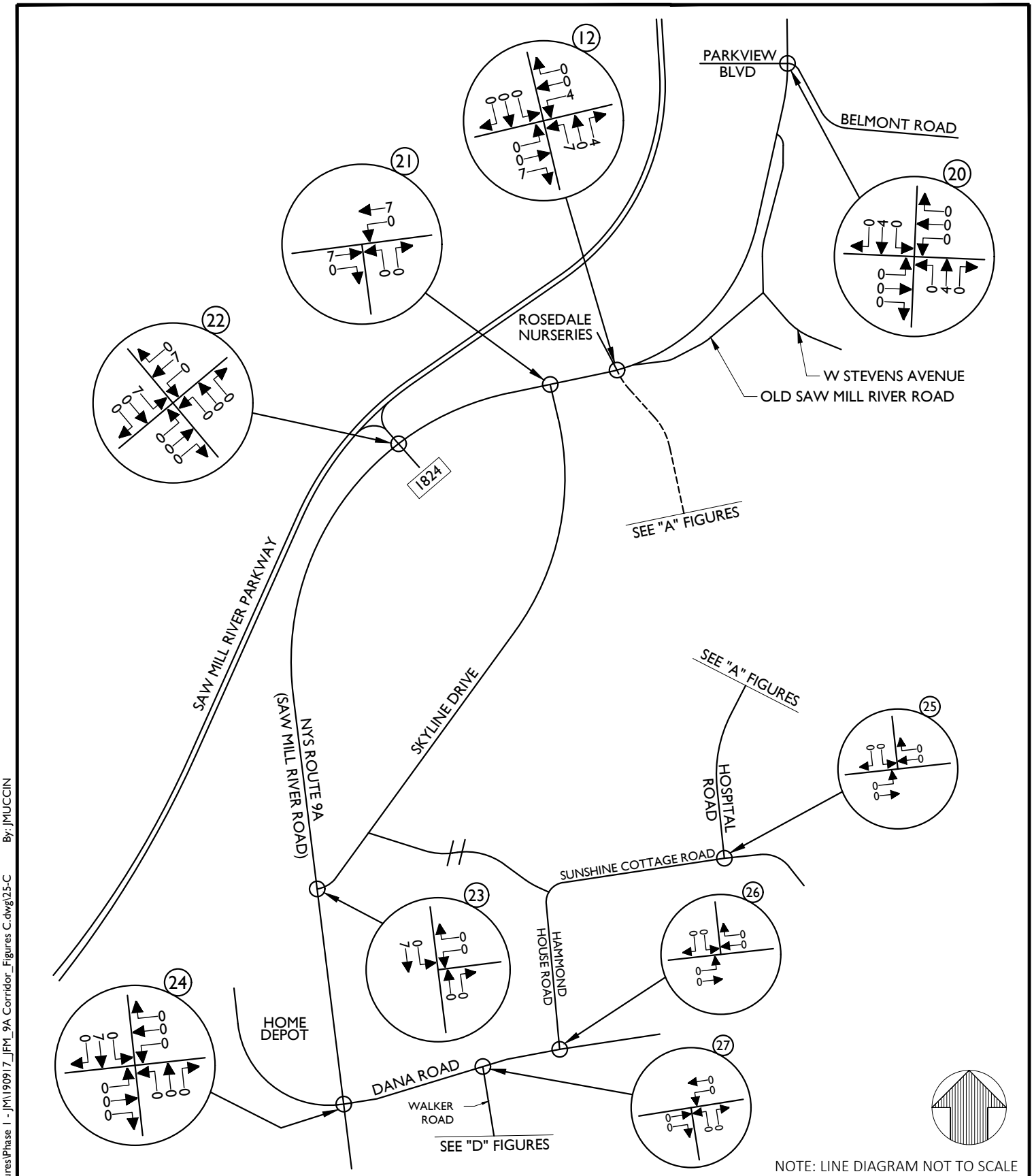
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
WEEKDAY PEAK PM HOUR
HOTEL

SHEET NUMBER:
FIGURE NO. 25-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\25-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

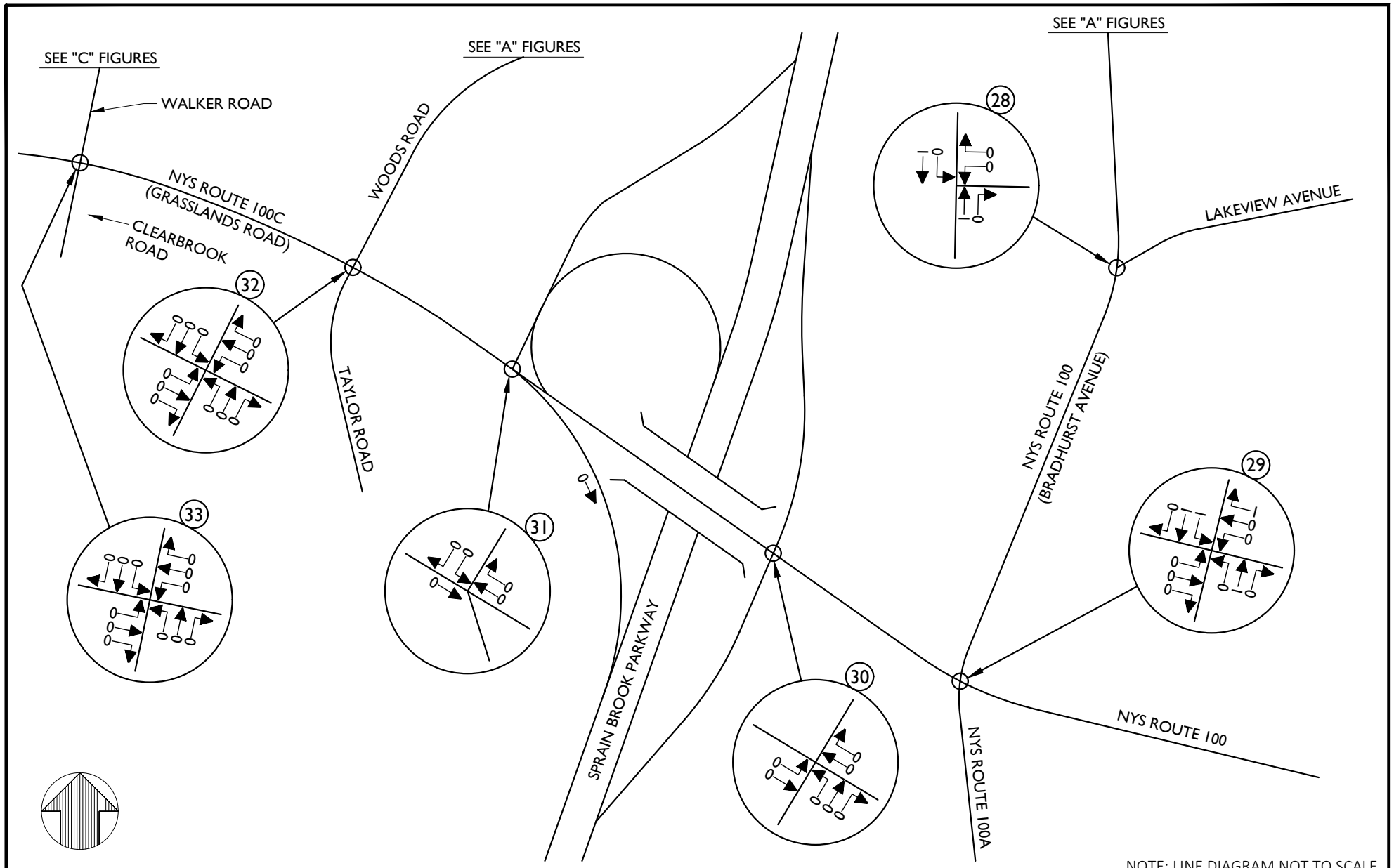
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
HOTEL
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 25-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\25-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

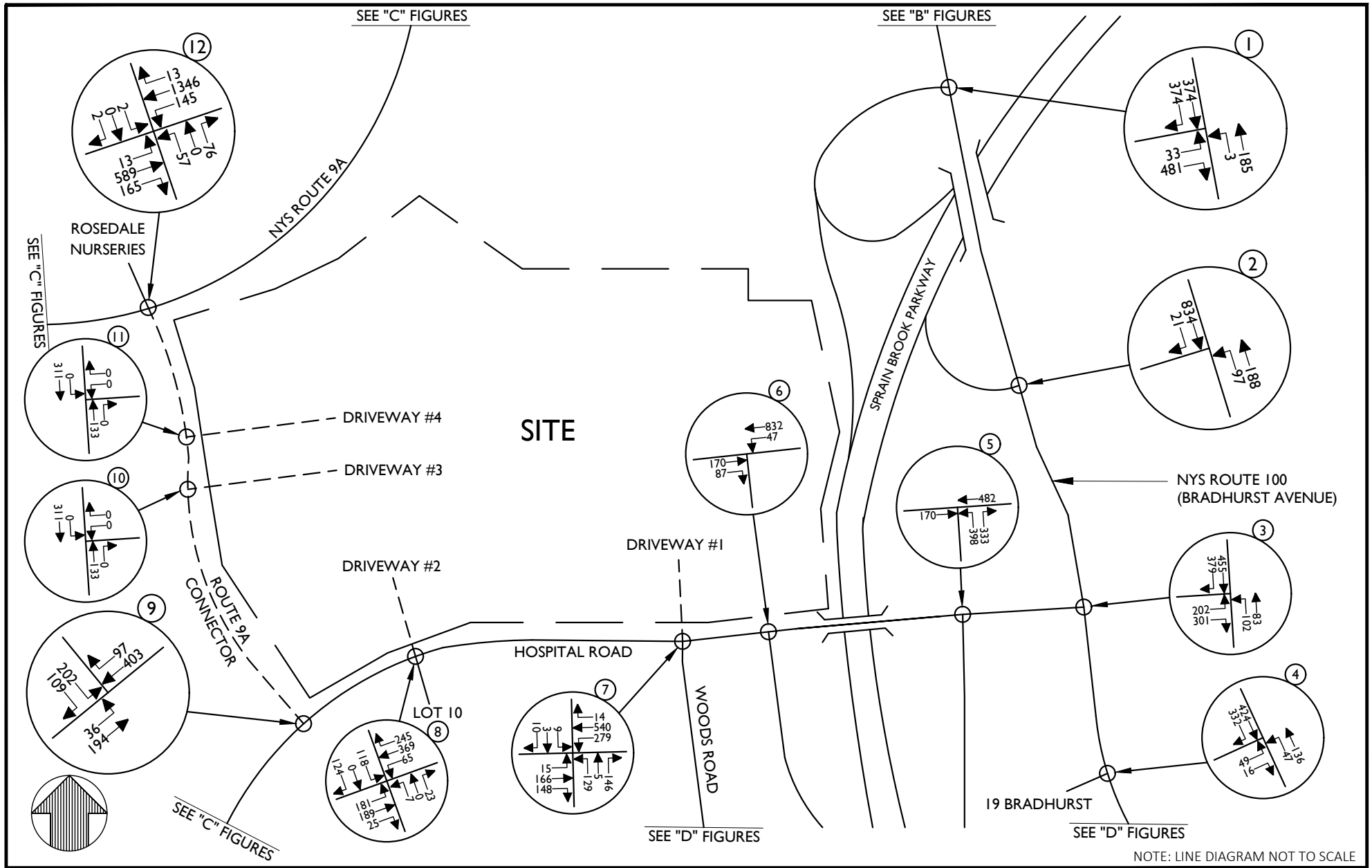
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_PM_100C CORRIDOR_FIGURES D

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE I
WEEKDAY PEAK PM HOUR
HOTEL

SHEET NUMBER:
FIGURE NO. 25-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

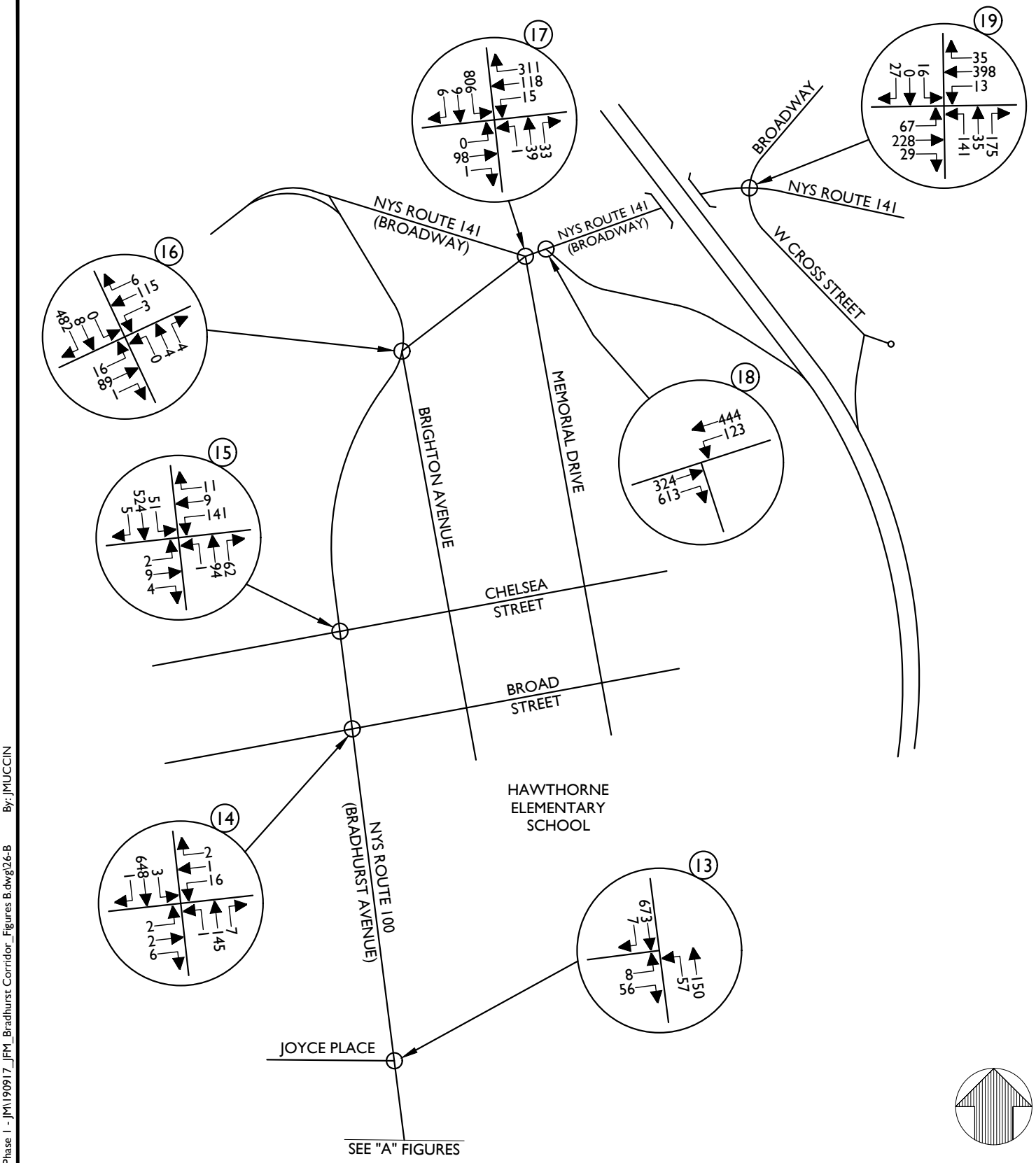
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
2024 BUILD TRAFFIC VOLUMES
PHASE 1
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 26-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

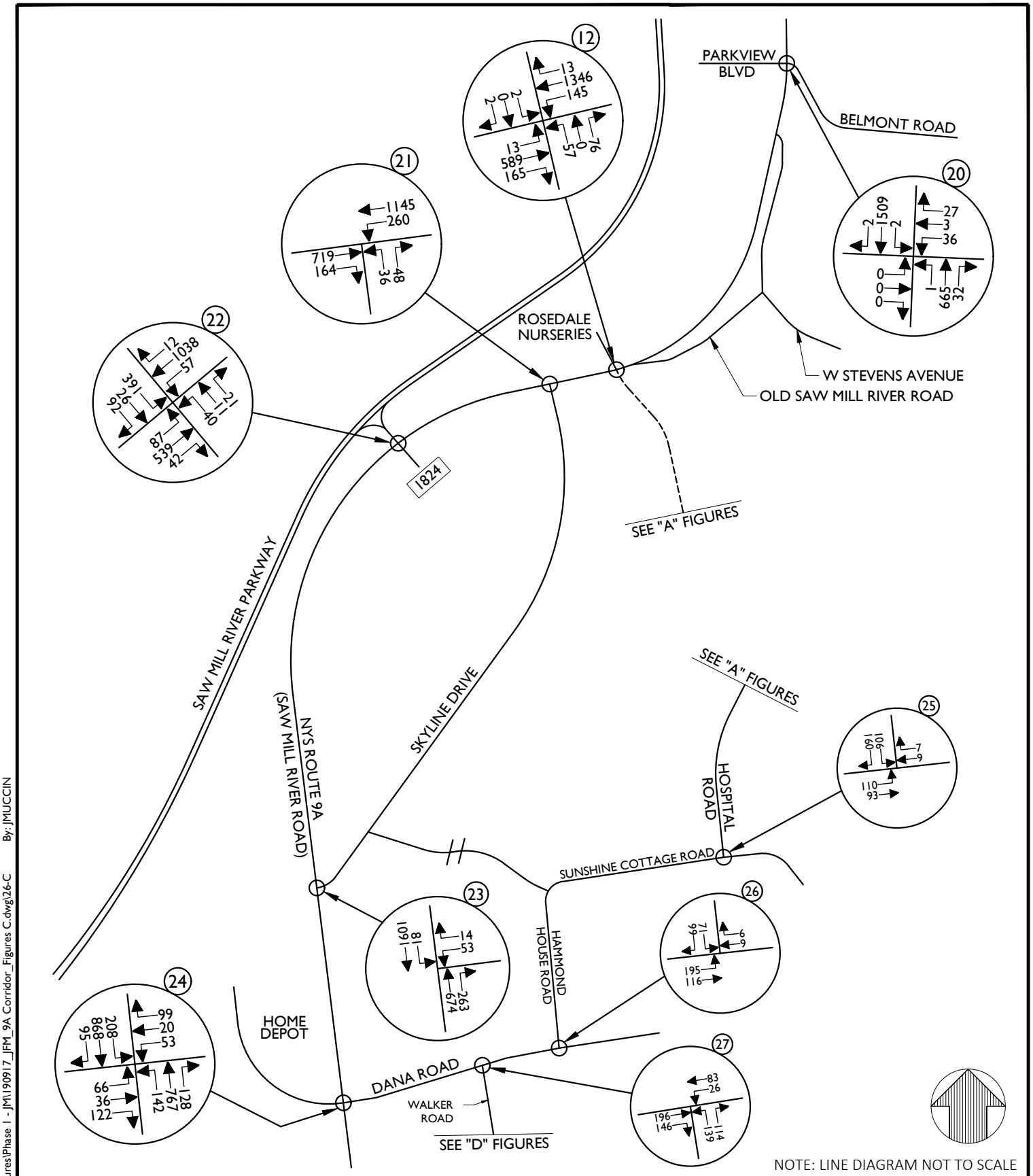
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
2024 BUILD TRAFFIC VOLUMES
PHASE I
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 26-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase I - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\26-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

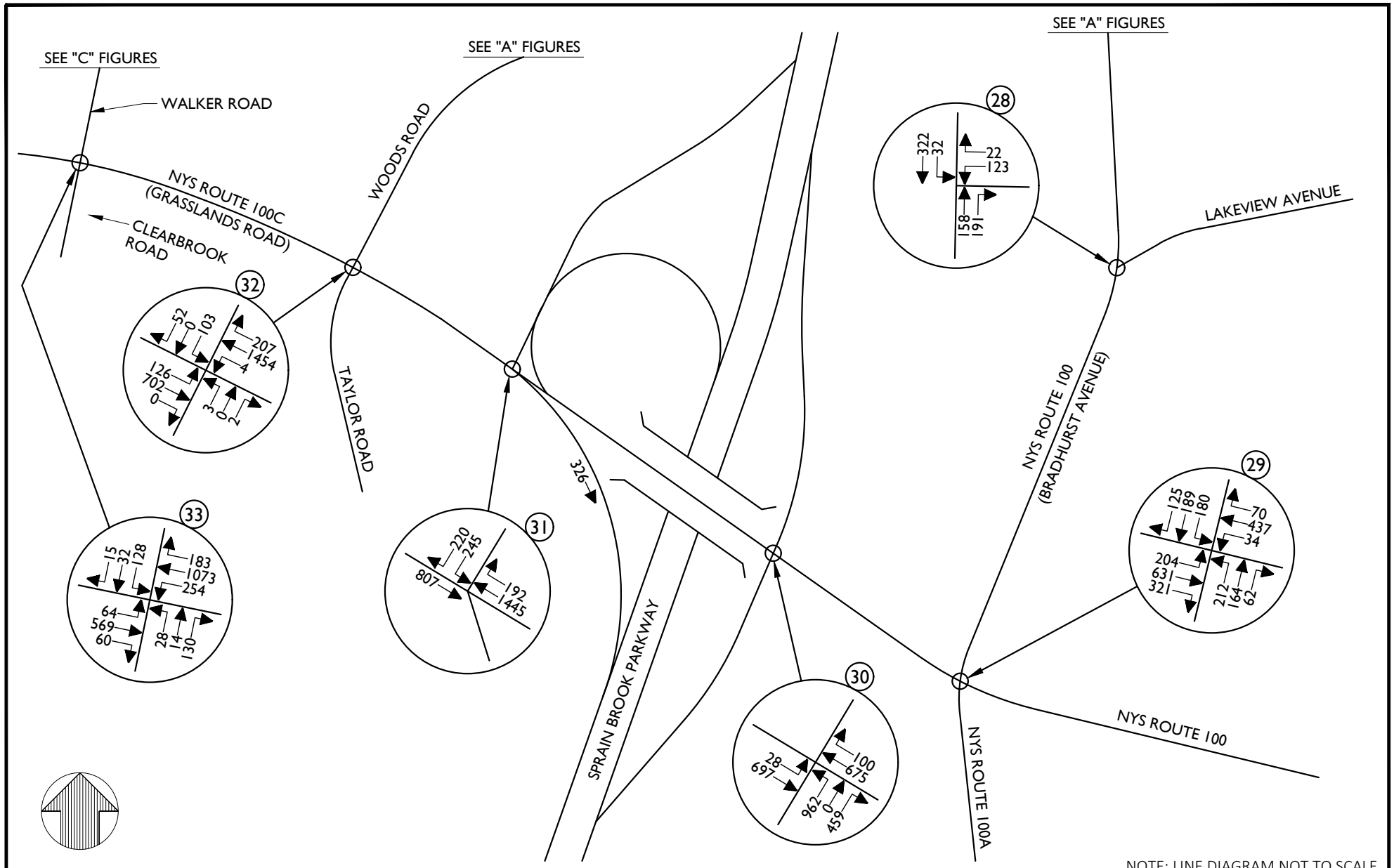
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
2024 BUILD TRAFFIC VOLUMES
PHASE 1
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 26-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\26-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

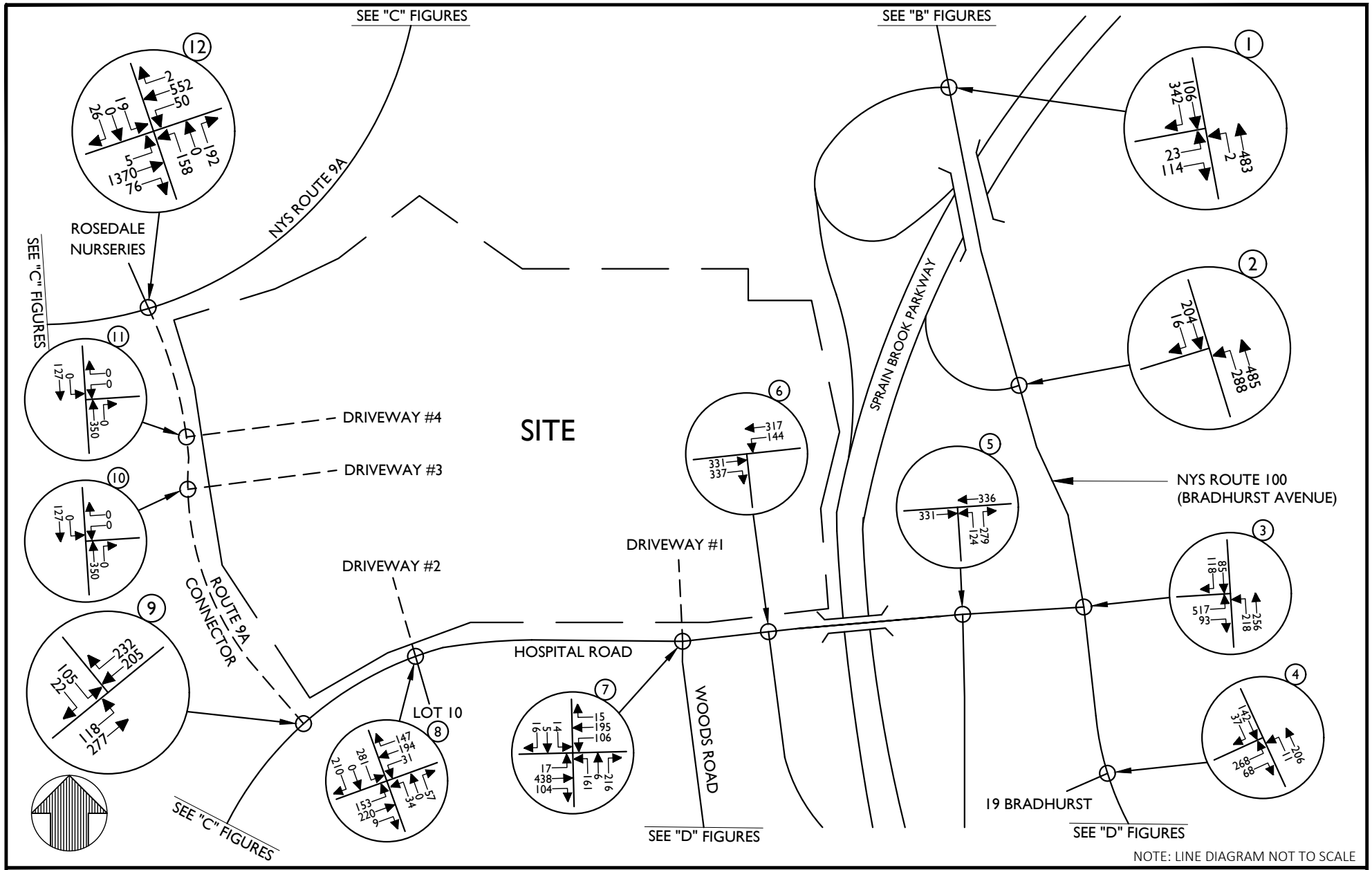
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
2024 BUILD TRAFFIC VOLUMES
PHASE 1
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 26-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

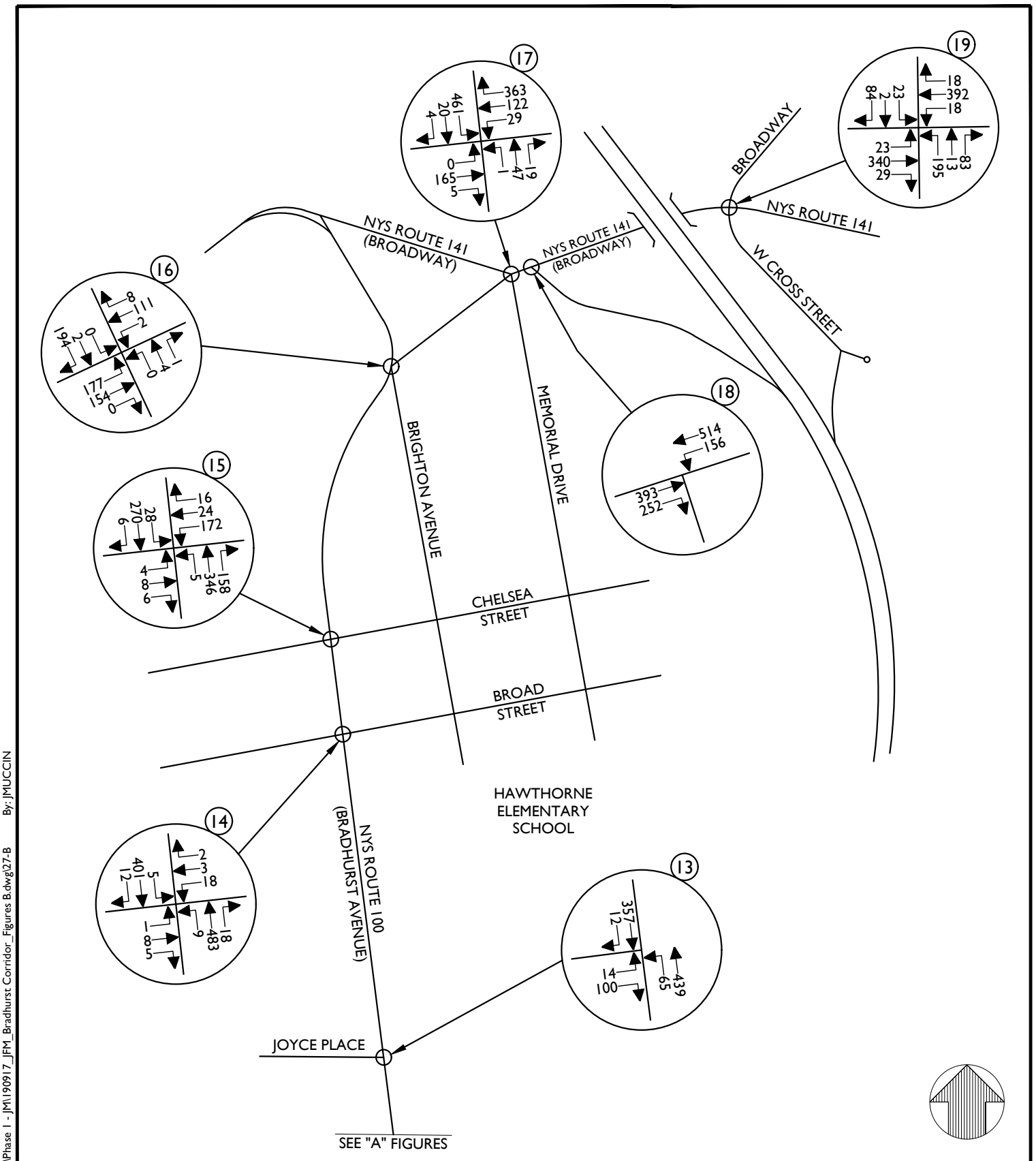
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JPM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
2024 BUILD TRAFFIC VOLUMES
PHASE 1
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 27-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

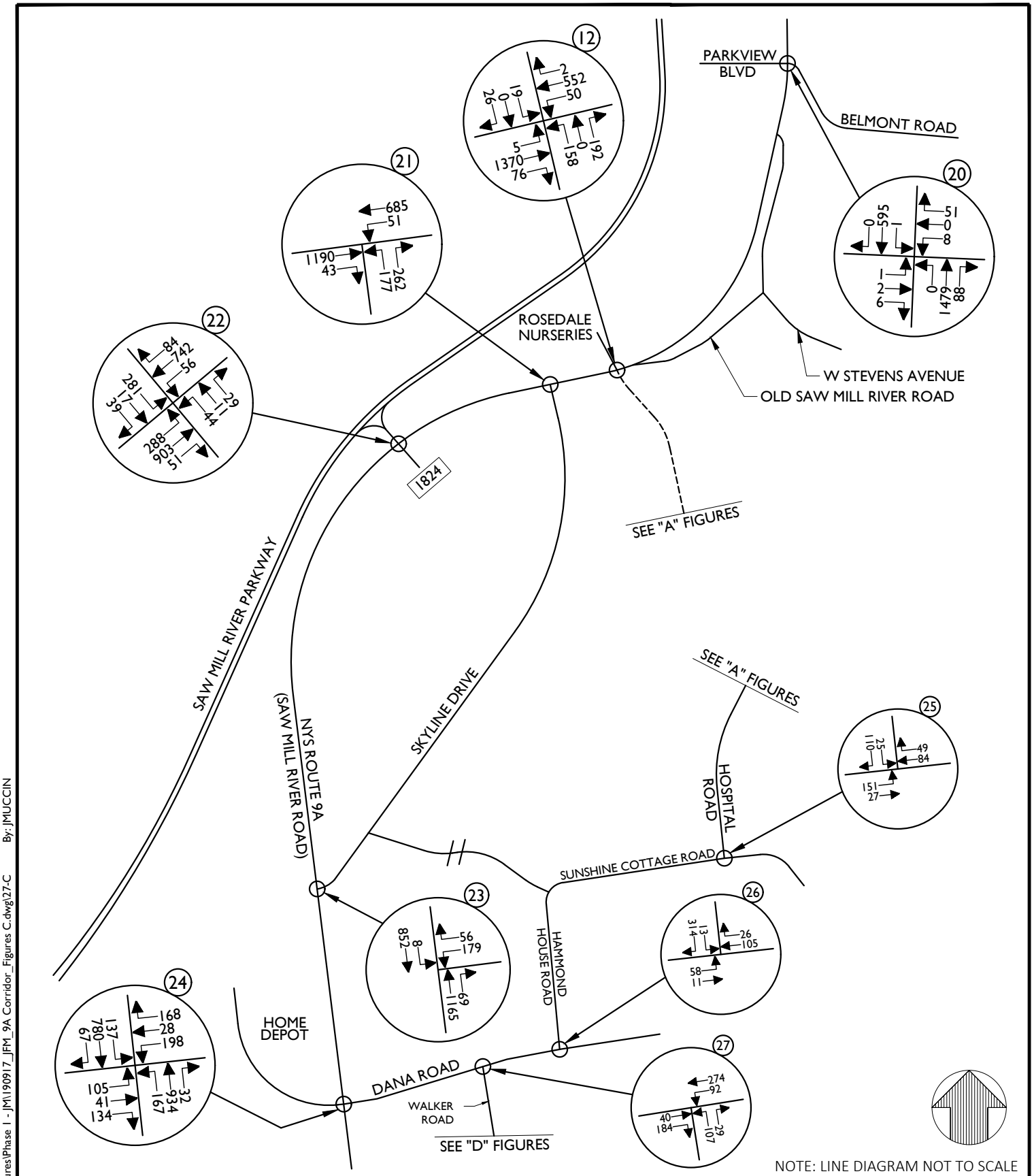
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
2024 BUILD TRAFFIC VOLUMES
PHASE I
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 27-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase I - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\27-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Clinton • Hamilton • Egg Harbor • Monroe • Mt. Arlington • Mt. Laurel
■ NEW YORK • Albany • New Windsor • Westchester
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Orlando • Miami • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019, Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

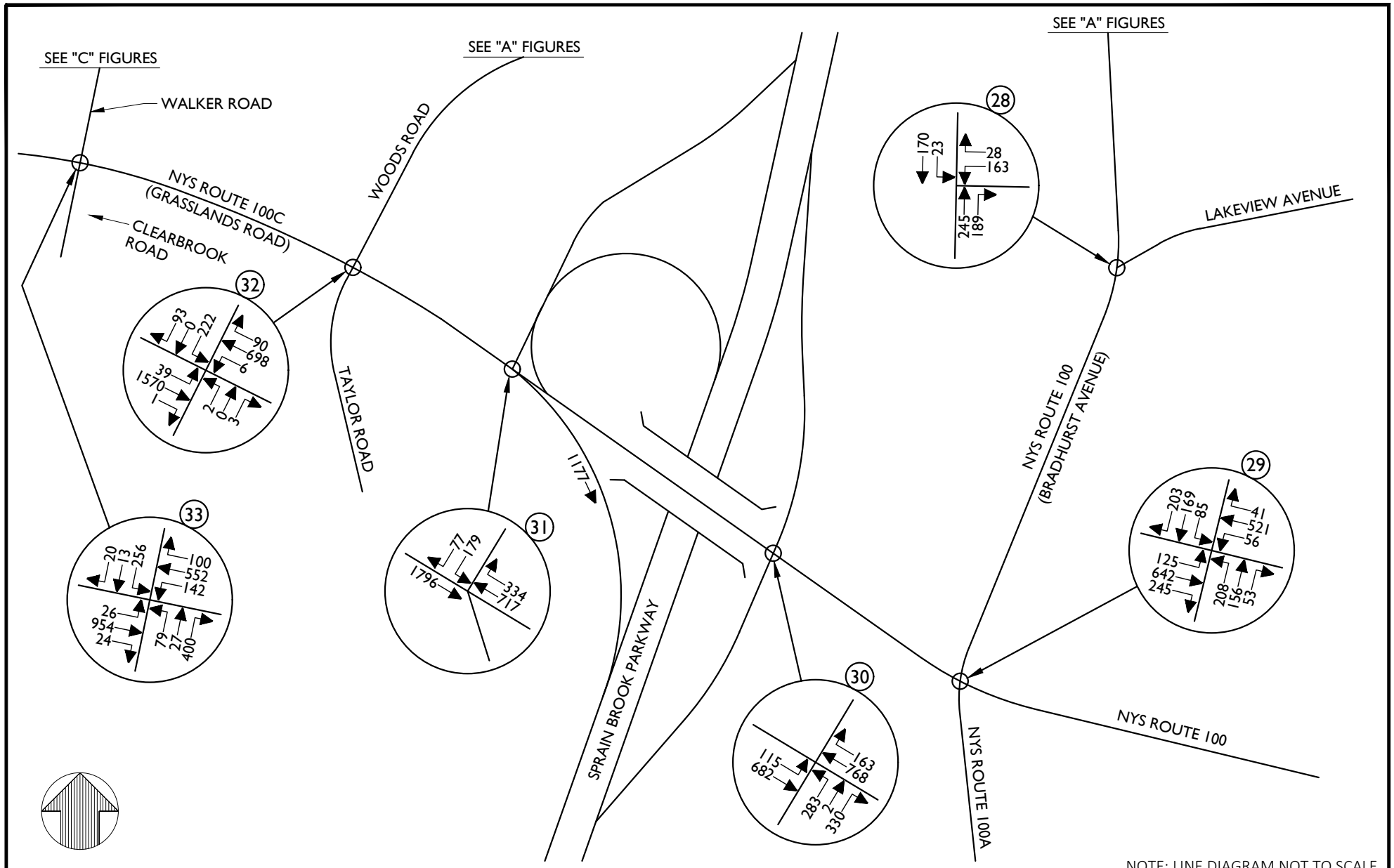
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE:
2024 BUILD TRAFFIC VOLUMES
PHASE 1
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 27-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\27-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_100C CORRIDOR_FIGURES D

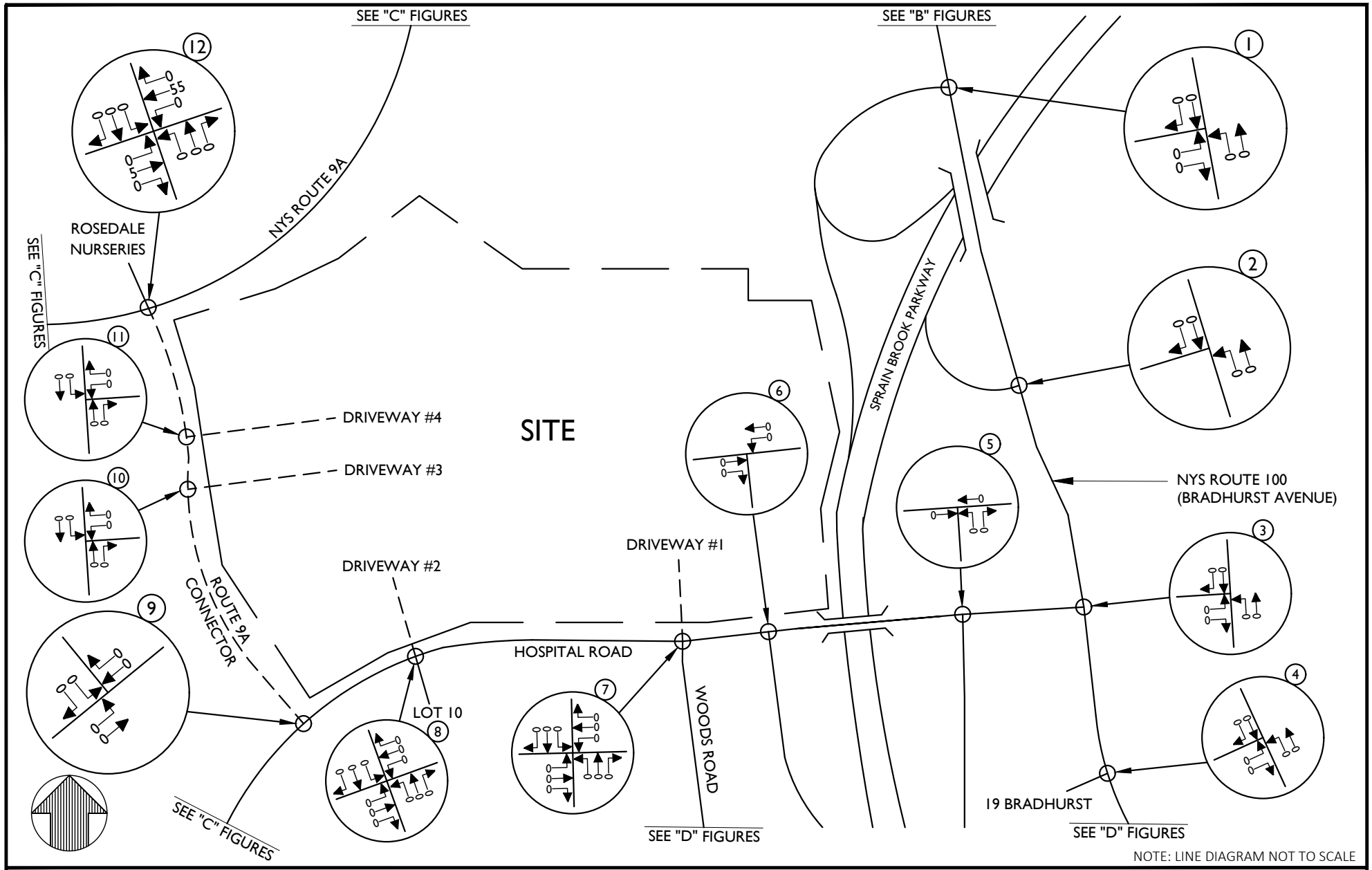
SHEET TITLE:
2024 BUILD TRAFFIC VOLUMES
PHASE 1
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 27-D

NORTH 60

APPENDIX D

PHASE 1
OTHER DEVELOPMENT TRAFFIC VOLUMES



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

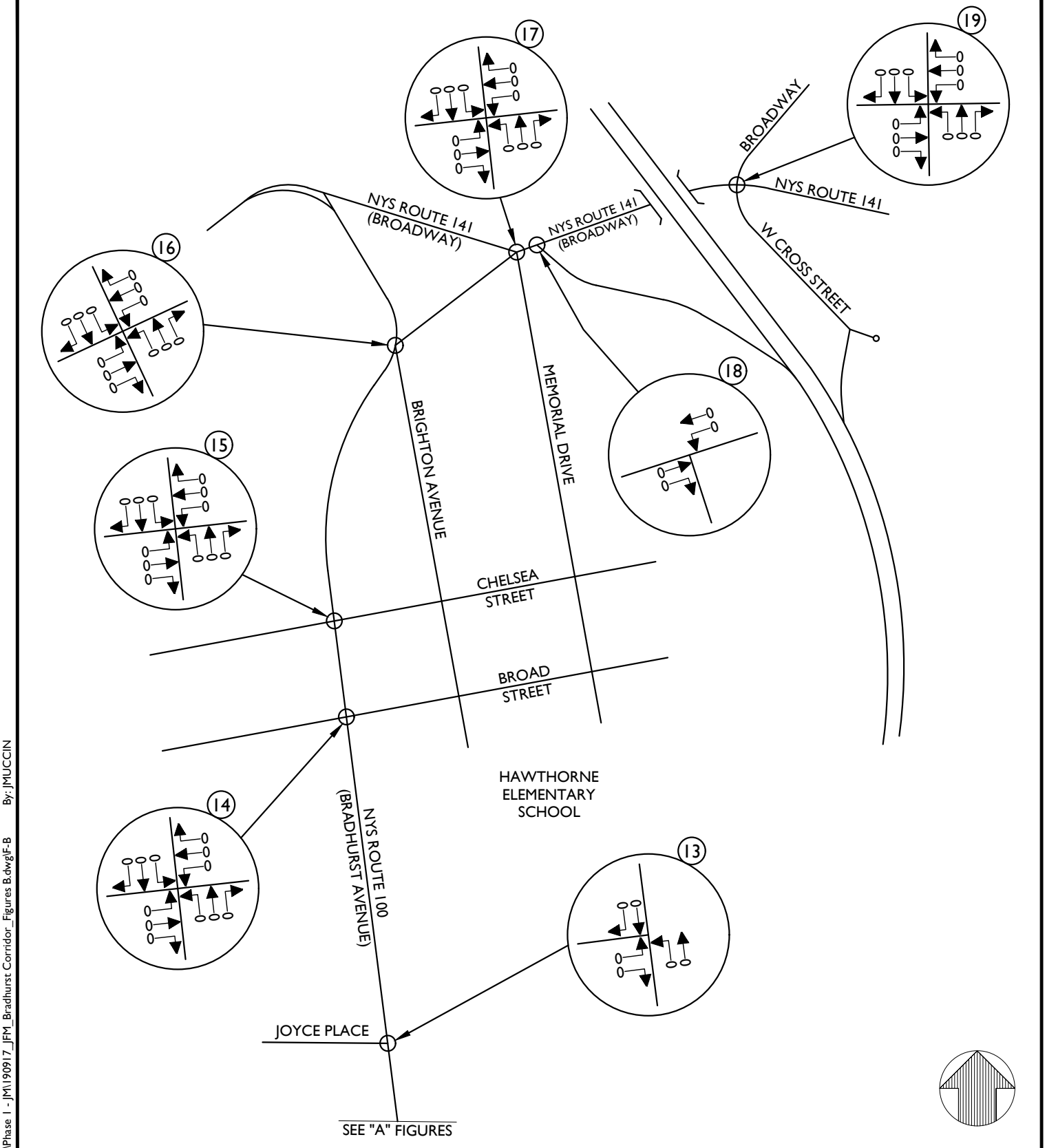
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
LOOP ROAD HOLDINGS (REGENERON)

SHEET NUMBER:
FIGURE NO. F-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

■ NEW JERSEY
• Red Bank • Clinton
• Hamilton • Egg Harbor
• Montvale • Mt. Arlington
• Mt. Laurel

■ NEW YORK
• Albany • New Windsor
• Westchester

■ NEW MEXICO
• Albuquerque

■ MARYLAND
• Columbia

■ TEXAS
• College Station

■ FLORIDA
• Tampa • Orlando
• Miami • Jacksonville

■ PENNSYLVANIA
• Lehigh Valley • Exton
• Philadelphia • Pittsburgh

■ NORTH CAROLINA
• Charlotte • Raleigh

■ VIRGINIA
• Sterling • Norfolk

■ TENNESSEE
• Nashville

■ INDIANA
• Lafayette

■ COLORADO
• Denver

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

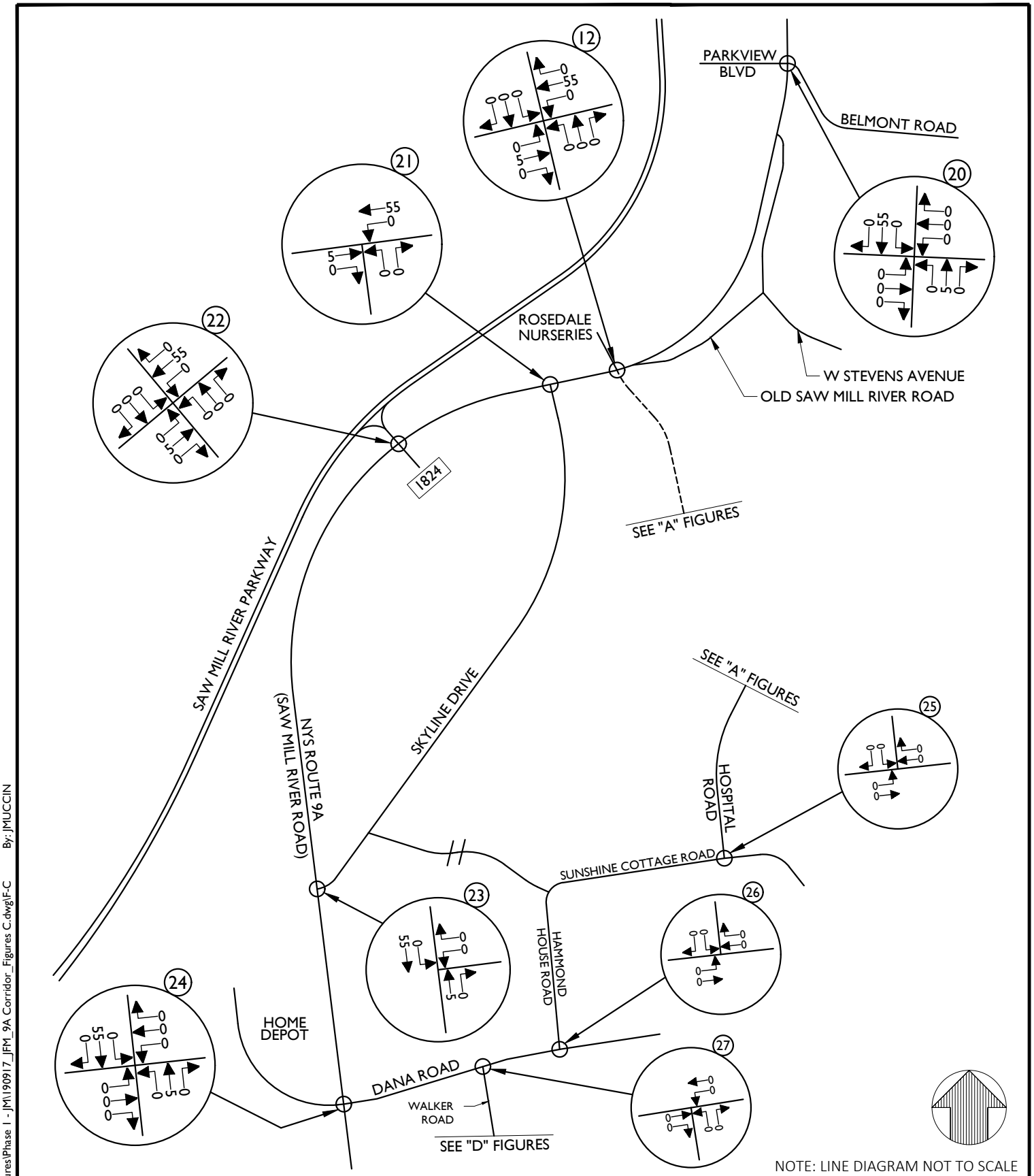
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
LOOP ROAD HOLDINGS (REGENERON)

SHEET NUMBER:
FIGURE NO. F-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\F-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

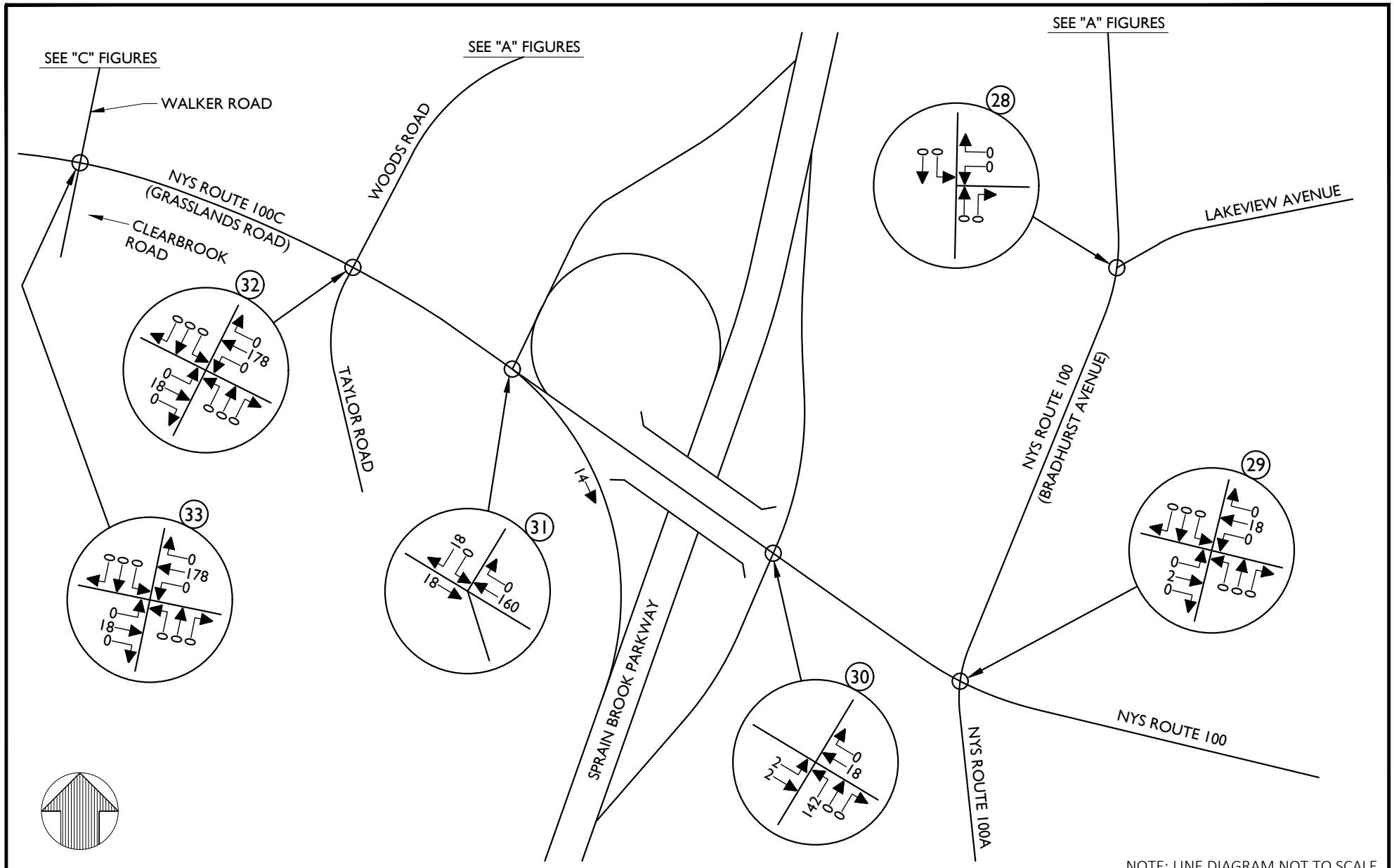
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
LOOP ROAD HOLDINGS (REGENERON)

SHEET NUMBER:
FIGURE NO. F-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\F-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

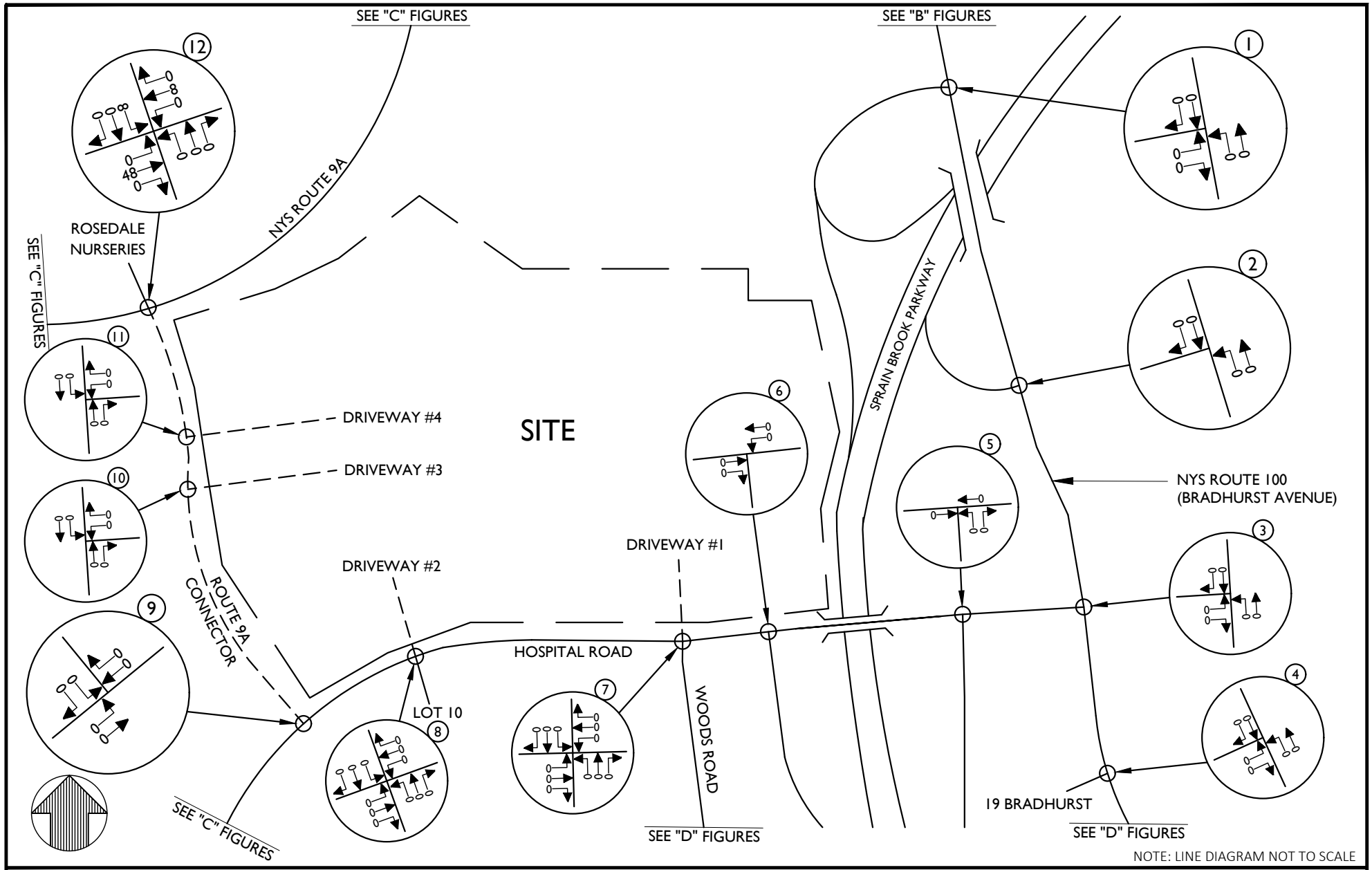
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
LOOP ROAD HOLDINGS (REGENERON)

SHEET NUMBER:
FIGURE NO. F-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

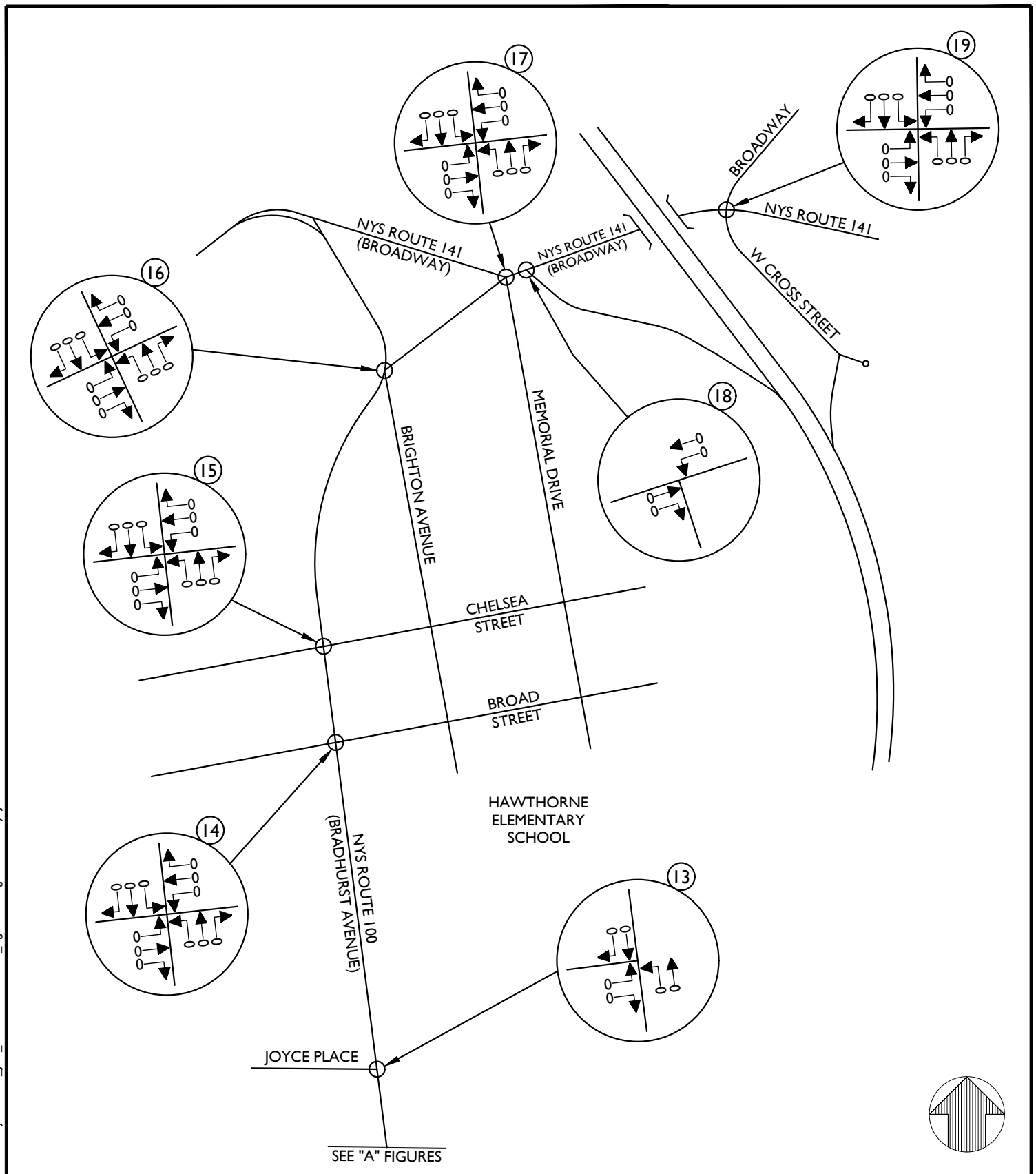
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
LOOP ROAD HOLDINGS (REGENERON)

SHEET NUMBER:
FIGURE NO. G-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
■ **NEW YORK** • Albany • New Windsor • Westchester
■ **NEW MEXICO** • Albuquerque
■ **MARYLAND** • Columbia
■ **TEXAS** • College Station
■ **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
■ **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ **NORTH CAROLINA** • Charlotte • Raleigh
■ **VIRGINIA** • Sterling • Norfolk
■ **TENNESSEE** • Nashville
■ **INDIANA** • Lafayette
■ **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

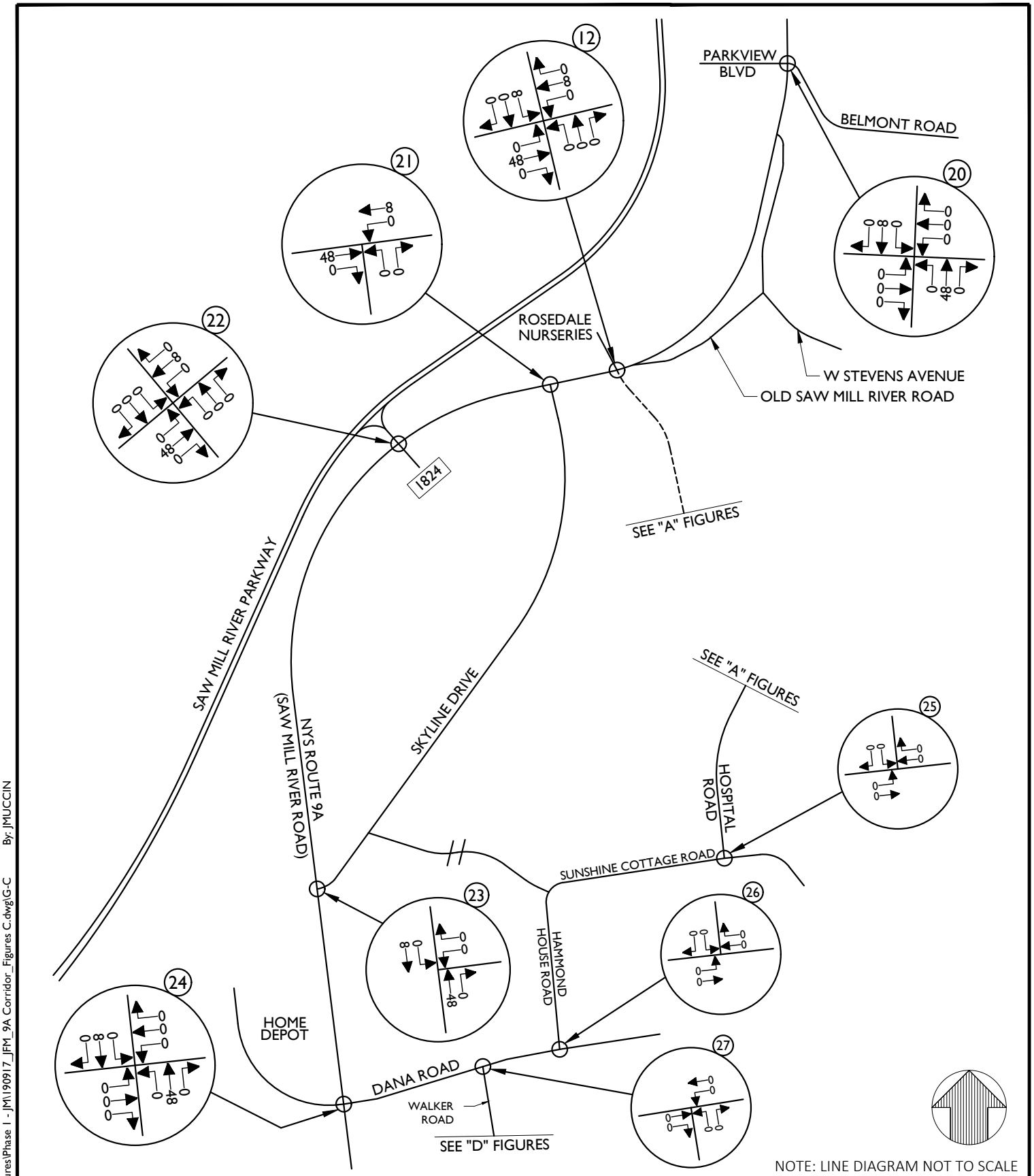
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
LOOP ROAD HOLDINGS (REGENERON)

SHEET NUMBER:
FIGURE NO. G-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\G-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

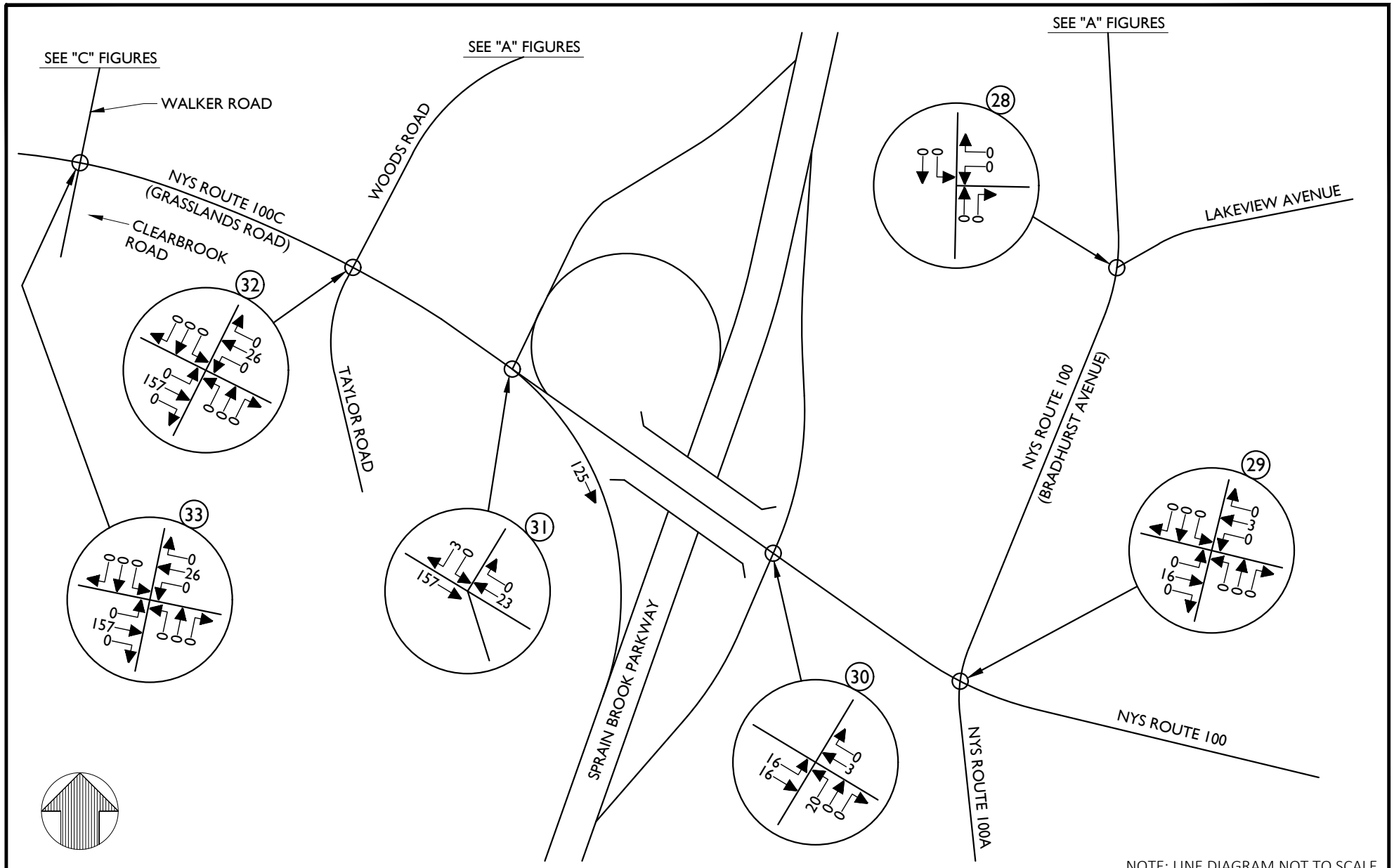
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
LOOP ROAD HOLDINGS (REGENERON)

SHEET NUMBER:
FIGURE NO. G-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\G-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

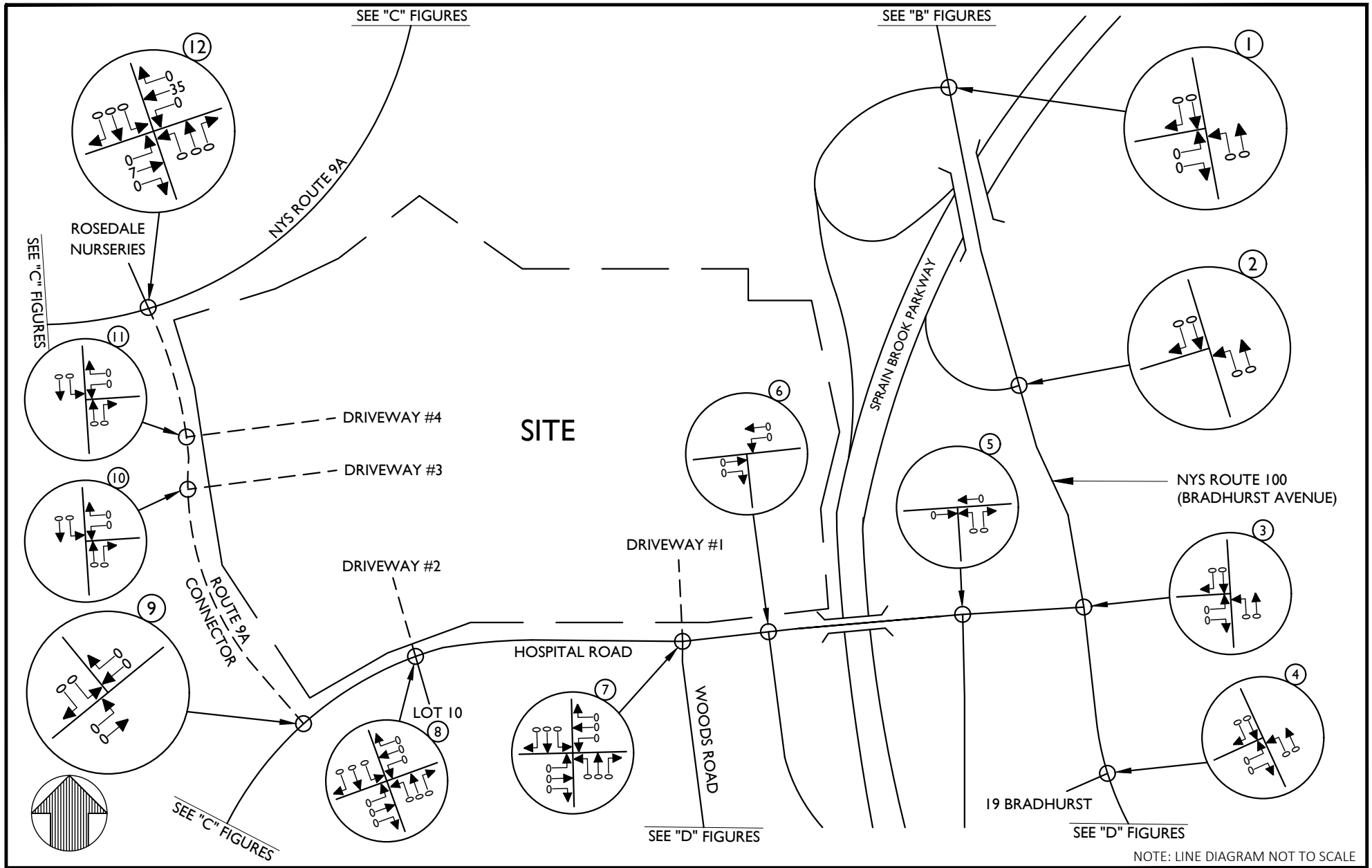
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
LOOP ROAD HOLDINGS (REGENERON)

SHEET NUMBER:
FIGURE NO. G-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

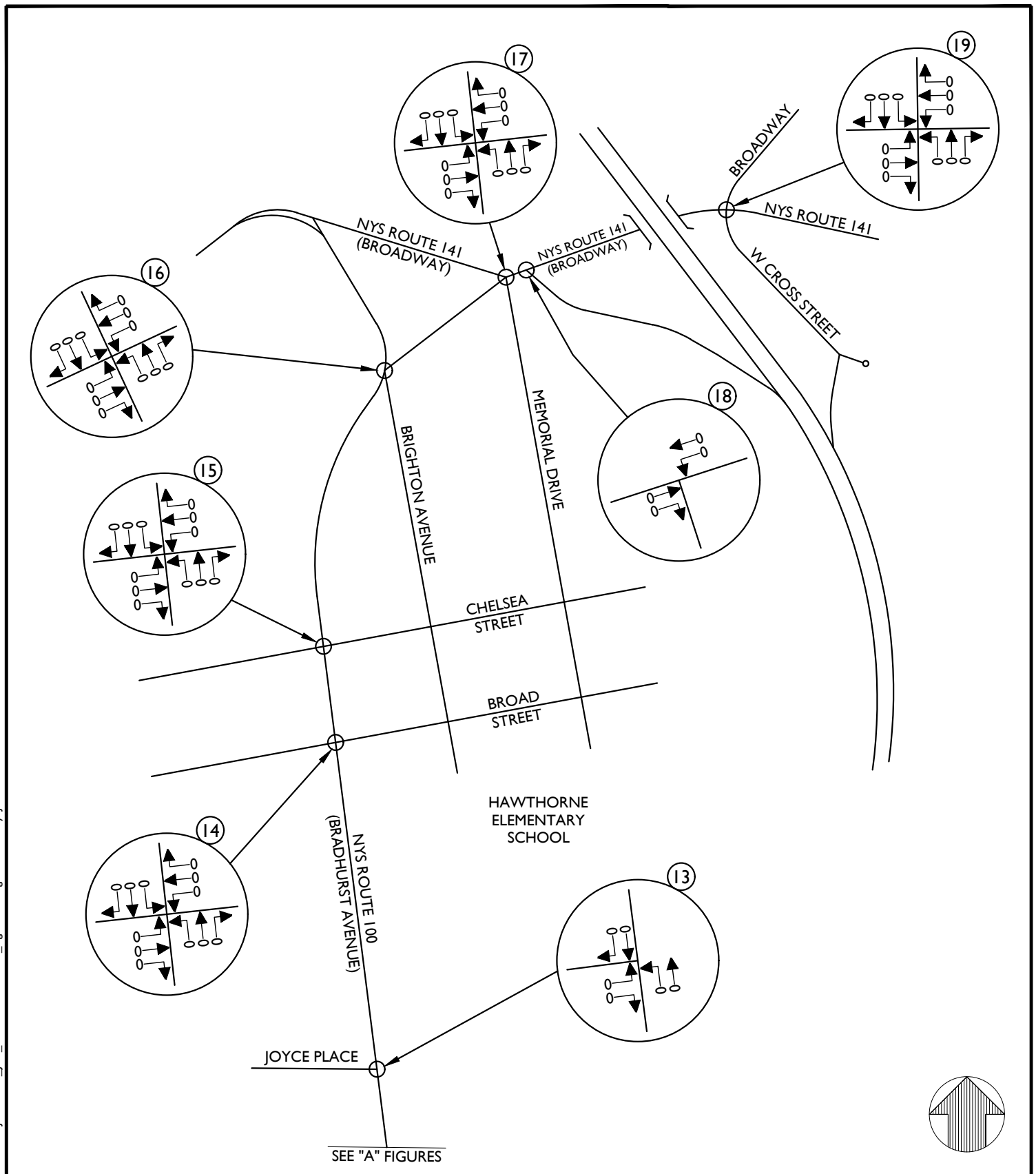
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
LANDMARK

SHEET NUMBER:
FIGURE NO. H-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✱ Planners ✱ Surveyors
Landscape Architects ✱ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

■ **NEW JERSEY**
• Red Bank • Clinton
• Hamilton • Egg Harbor
• Montvale • Mt. Arlington
• Mt. Laurel

■ **NEW YORK**
• Albany • New Windsor
• Westchester

■ **NEW MEXICO**
• Albuquerque

■ **MARYLAND**
• Columbia

■ **TEXAS**
• College Station

■ **FLORIDA**
• Tampa • Orlando
• Miami • Jacksonville

■ **PENNSYLVANIA**
• Lehigh Valley • Exton
• Philadelphia • Pittsburgh

■ **NORTH CAROLINA**
• Charlotte • Raleigh

■ **VIRGINIA**
• Sterling • Norfolk

■ **TENNESSEE**
• Nashville

■ **INDIANA**
• Lafayette

■ **COLORADO**
• Denver

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

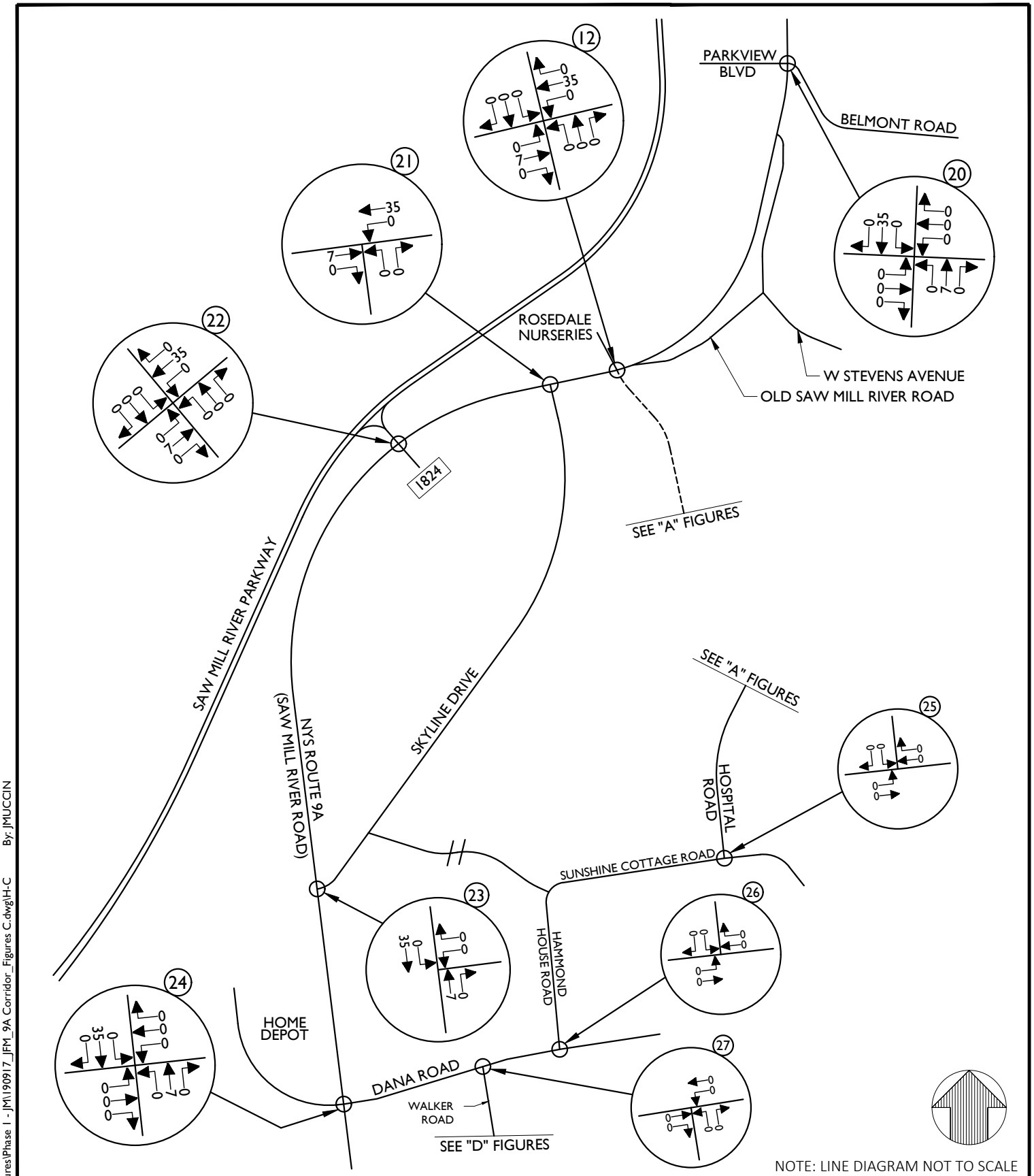
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
LANDMARK

SHEET NUMBER:
FIGURE NO. H-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\H-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

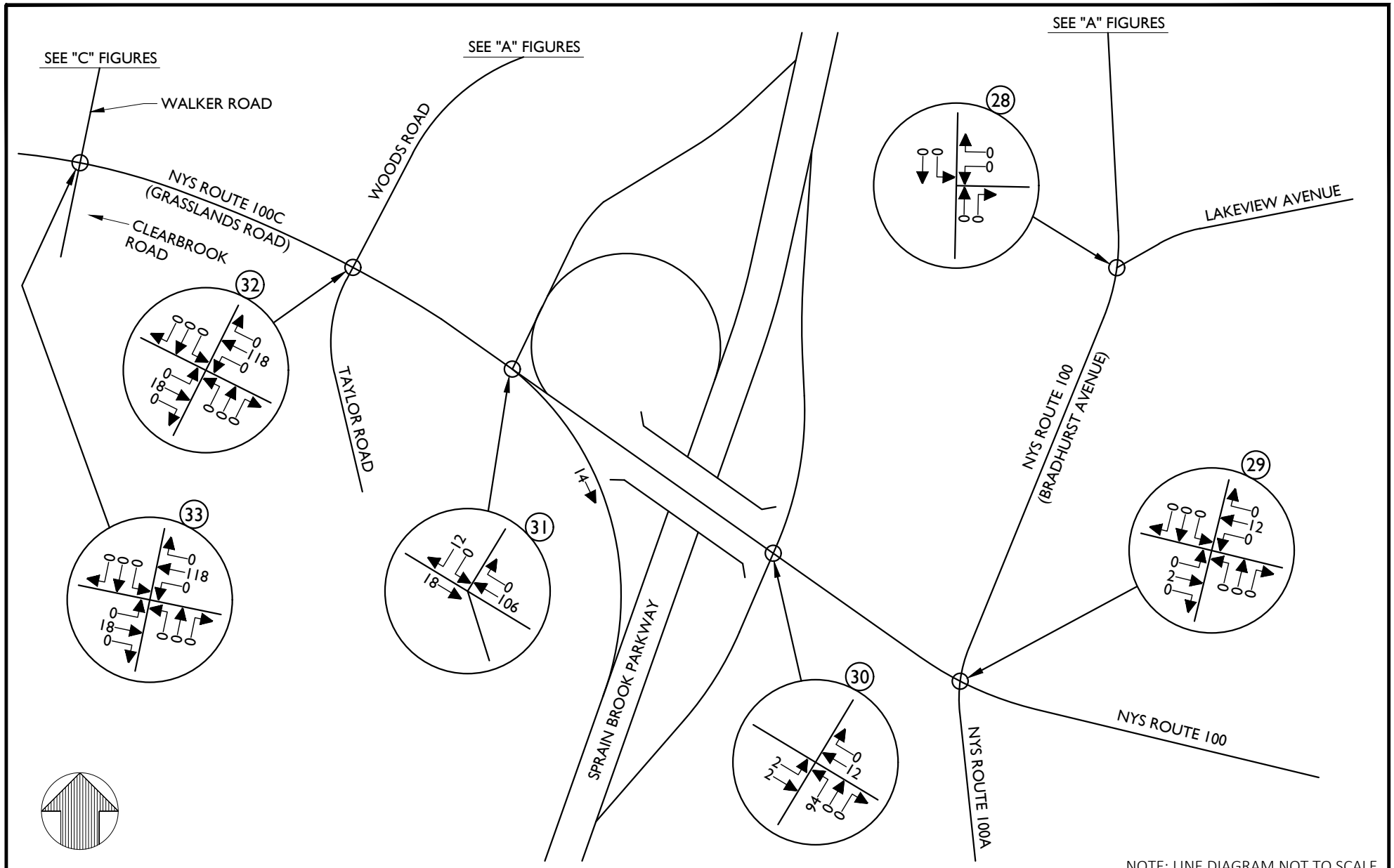
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
LANDMARK

SHEET NUMBER:
FIGURE NO. H-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\H-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

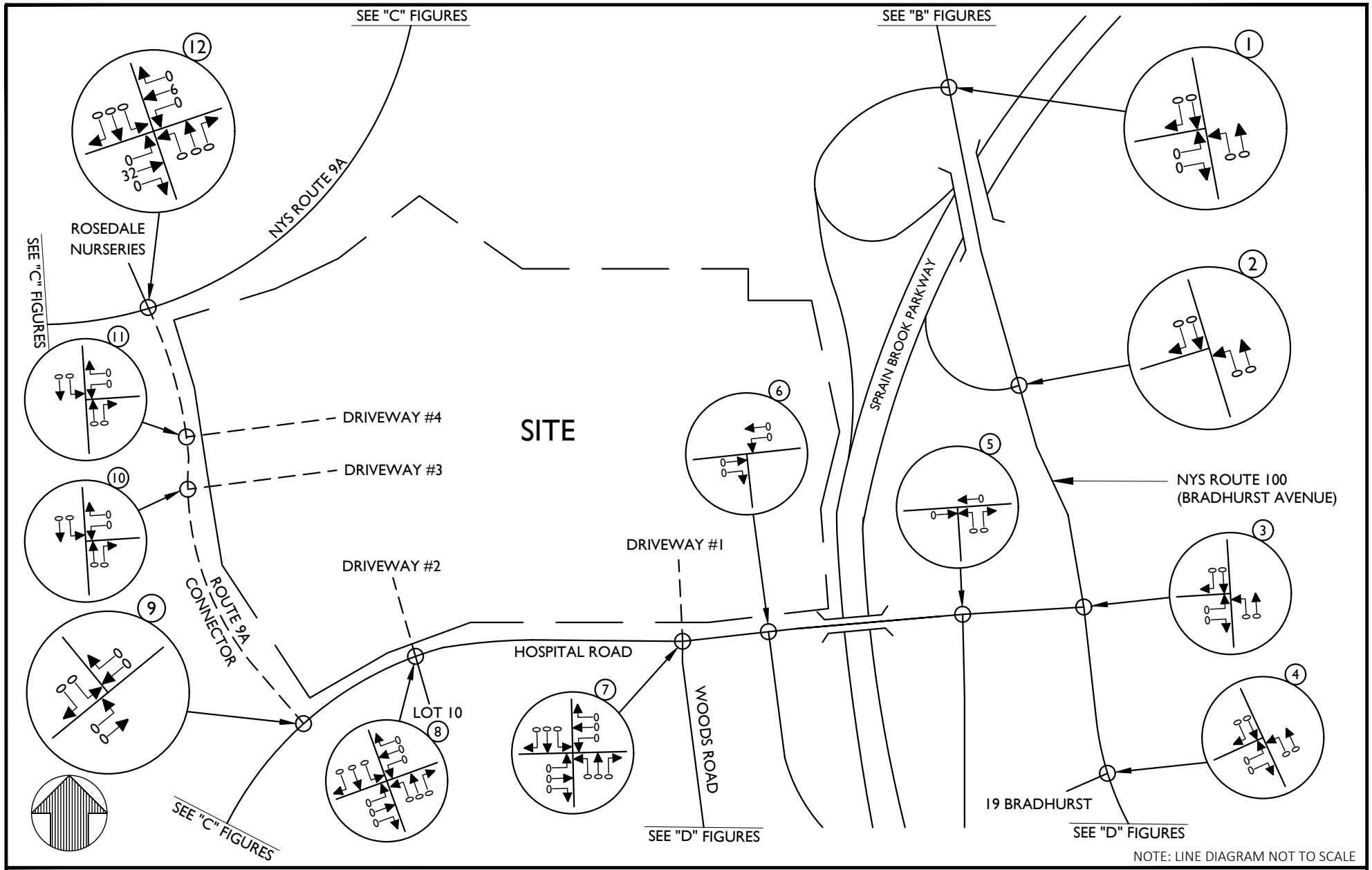
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
LANDMARK

SHEET NUMBER:
FIGURE NO. H-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

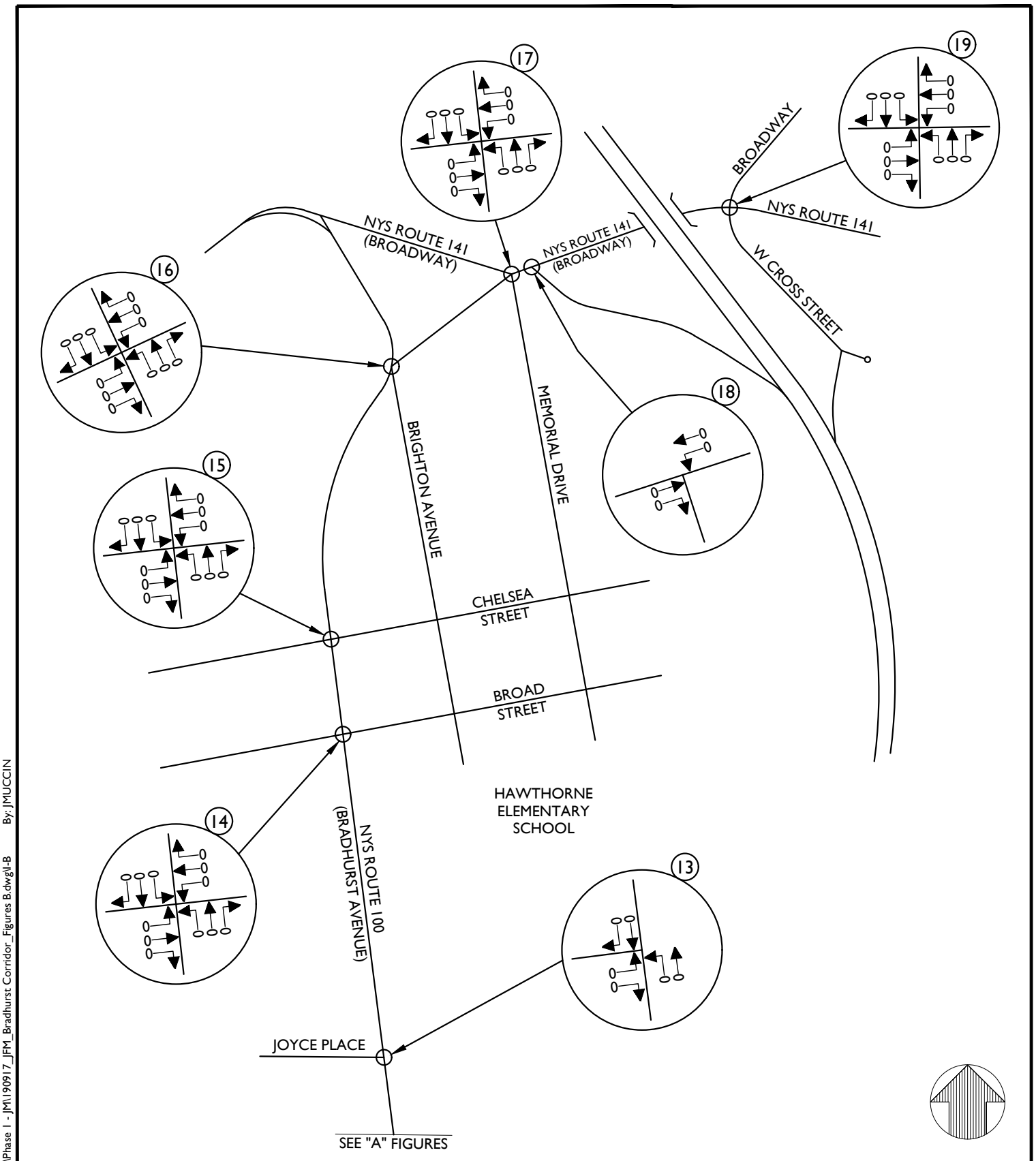
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
LANDMARK

SHEET NUMBER:
FIGURE NO. I-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

■ NEW JERSEY
• Red Bank • Clinton
• Hamilton • Egg Harbor
• Montvale • Mt. Arlington
• Mt. Laurel

■ NEW YORK
• Albany • New Windsor
• Westchester

■ NEW MEXICO
• Albuquerque

■ MARYLAND
• Columbia

■ TEXAS
• College Station

■ FLORIDA
• Tampa • Orlando
• Miami • Jacksonville

■ PENNSYLVANIA
• Lehigh Valley • Exton
• Philadelphia • Pittsburgh

■ NORTH CAROLINA
• Charlotte • Raleigh

■ VIRGINIA
• Sterling • Norfolk

■ TENNESSEE
• Nashville

■ INDIANA
• Lafayette

■ COLORADO
• Denver

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

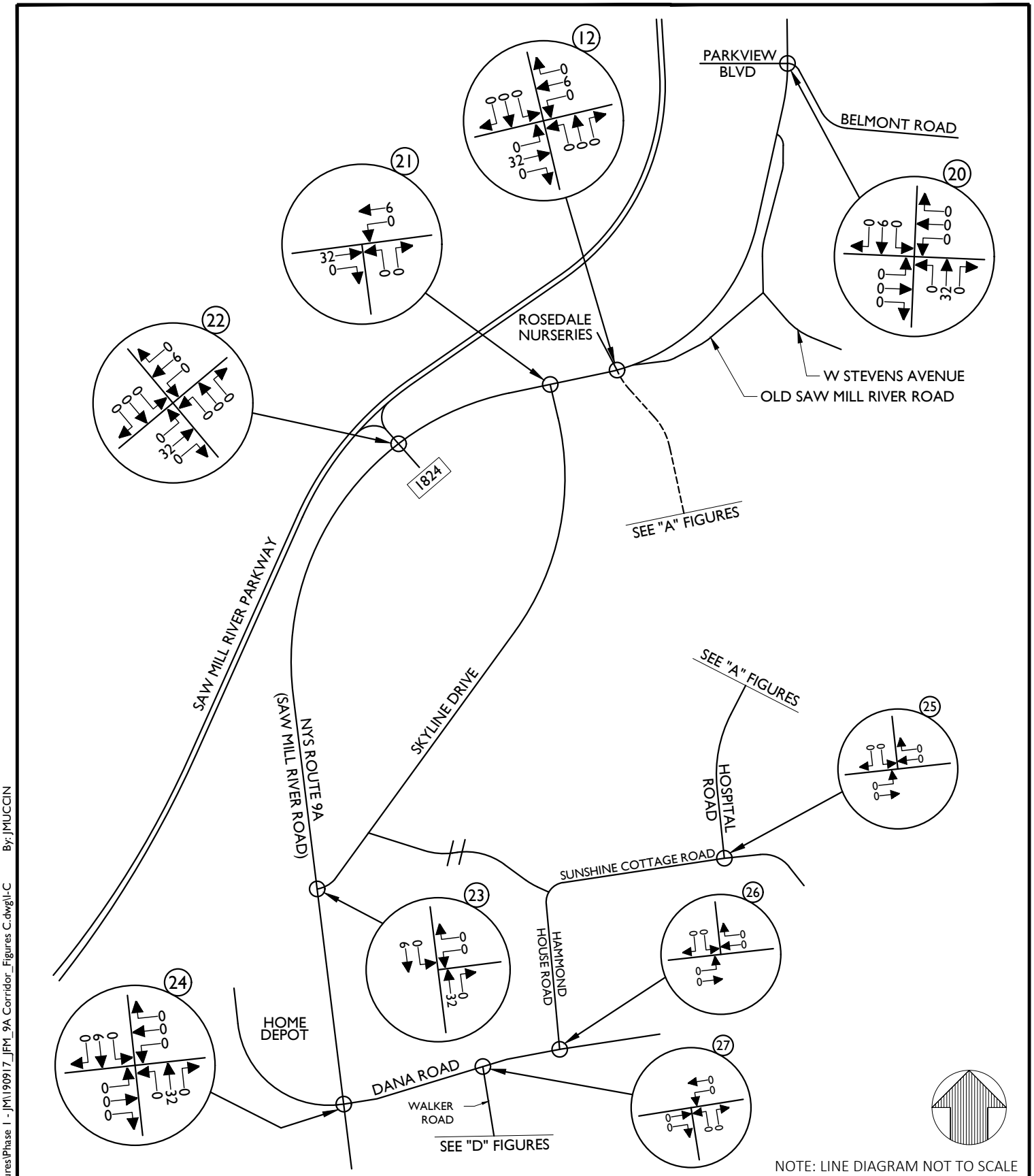
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
LANDMARK

SHEET NUMBER:
FIGURE NO. 1-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\1-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

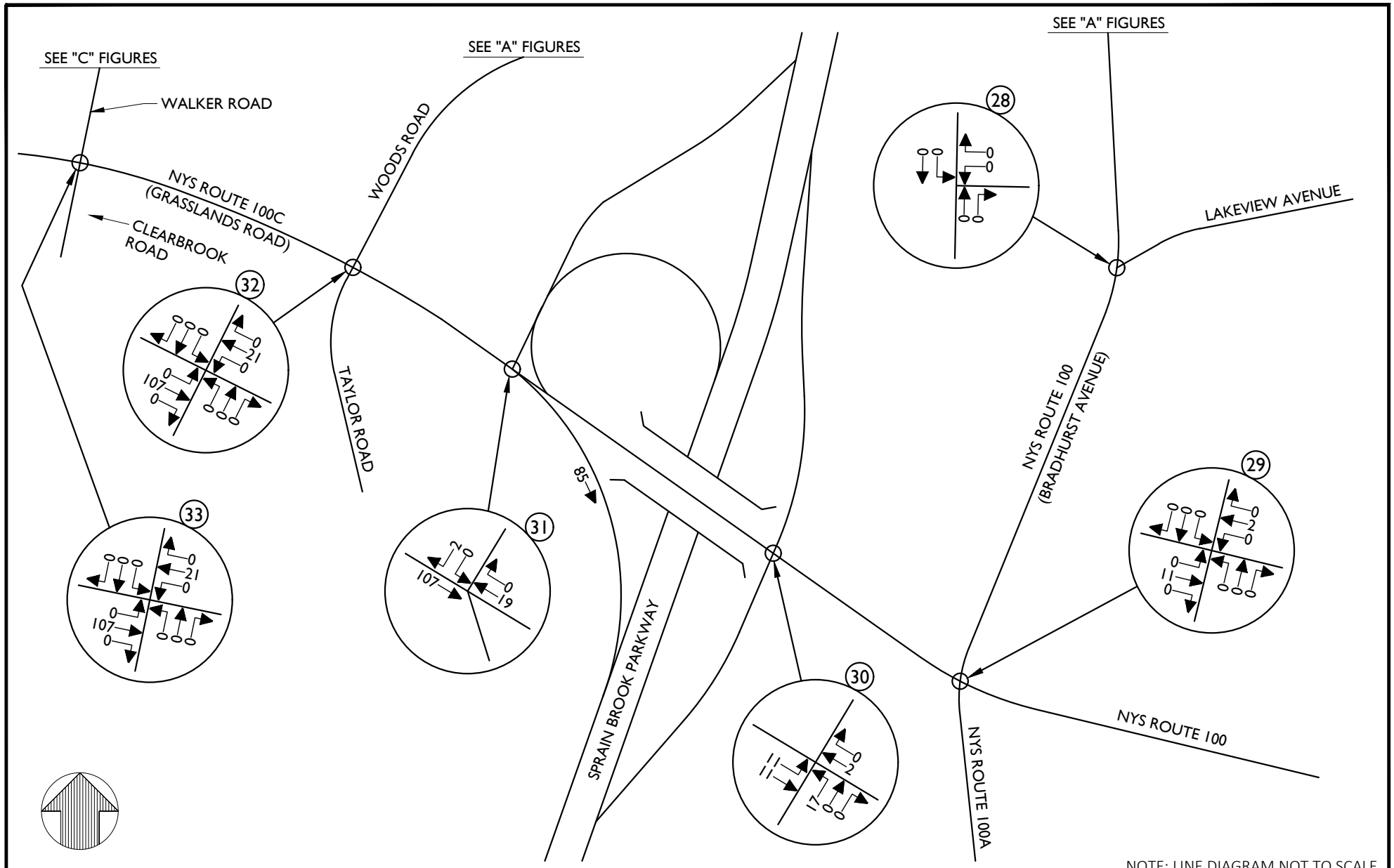
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
LANDMARK

SHEET NUMBER:
FIGURE NO. I-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase I - JM\190917_JFM_9A Corridor_Figures C.dwg\I-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

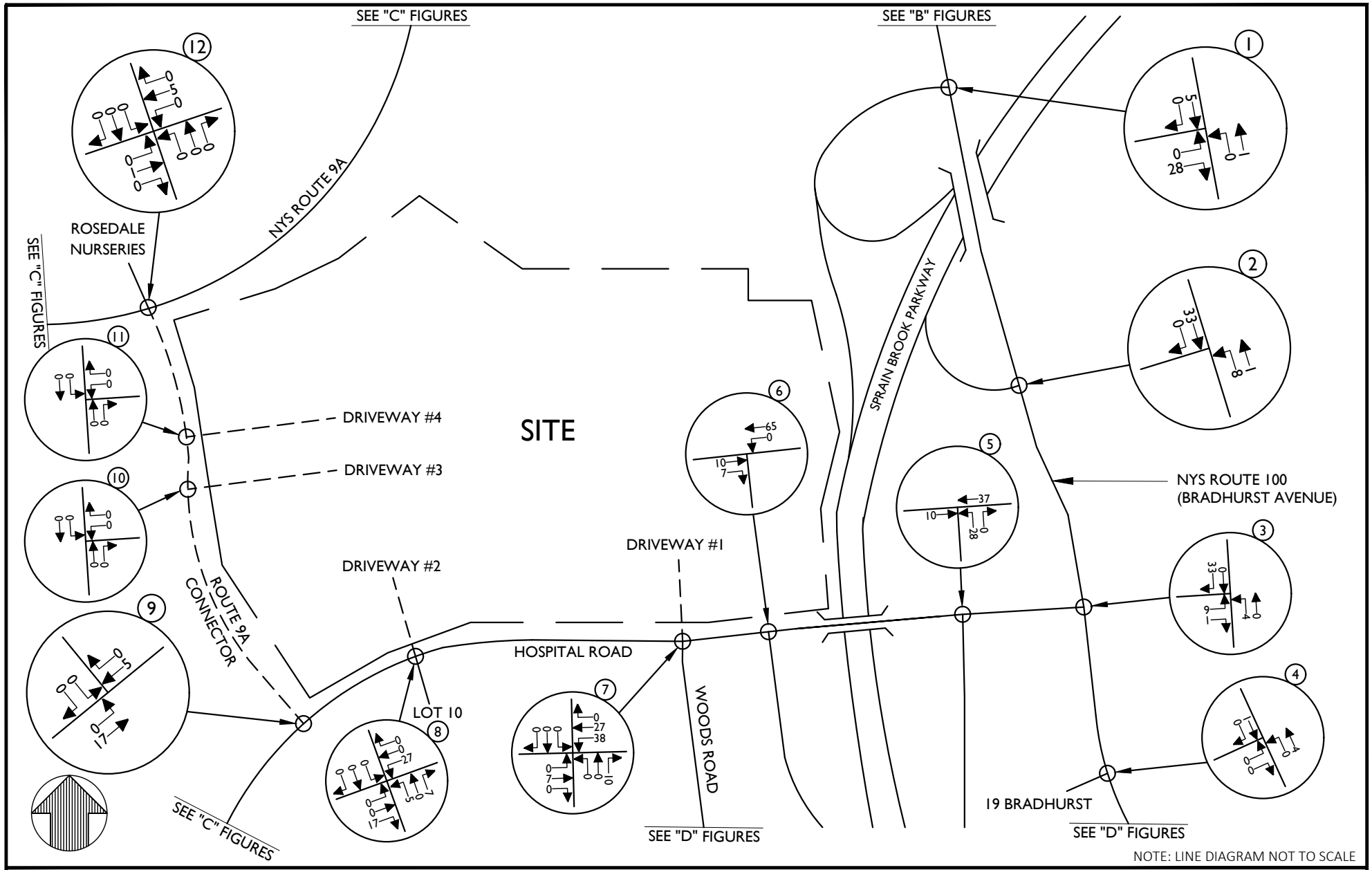
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JPM_100C CORRIDOR_FIGURES D

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
LANDMARK

SHEET NUMBER:
FIGURE NO. I-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

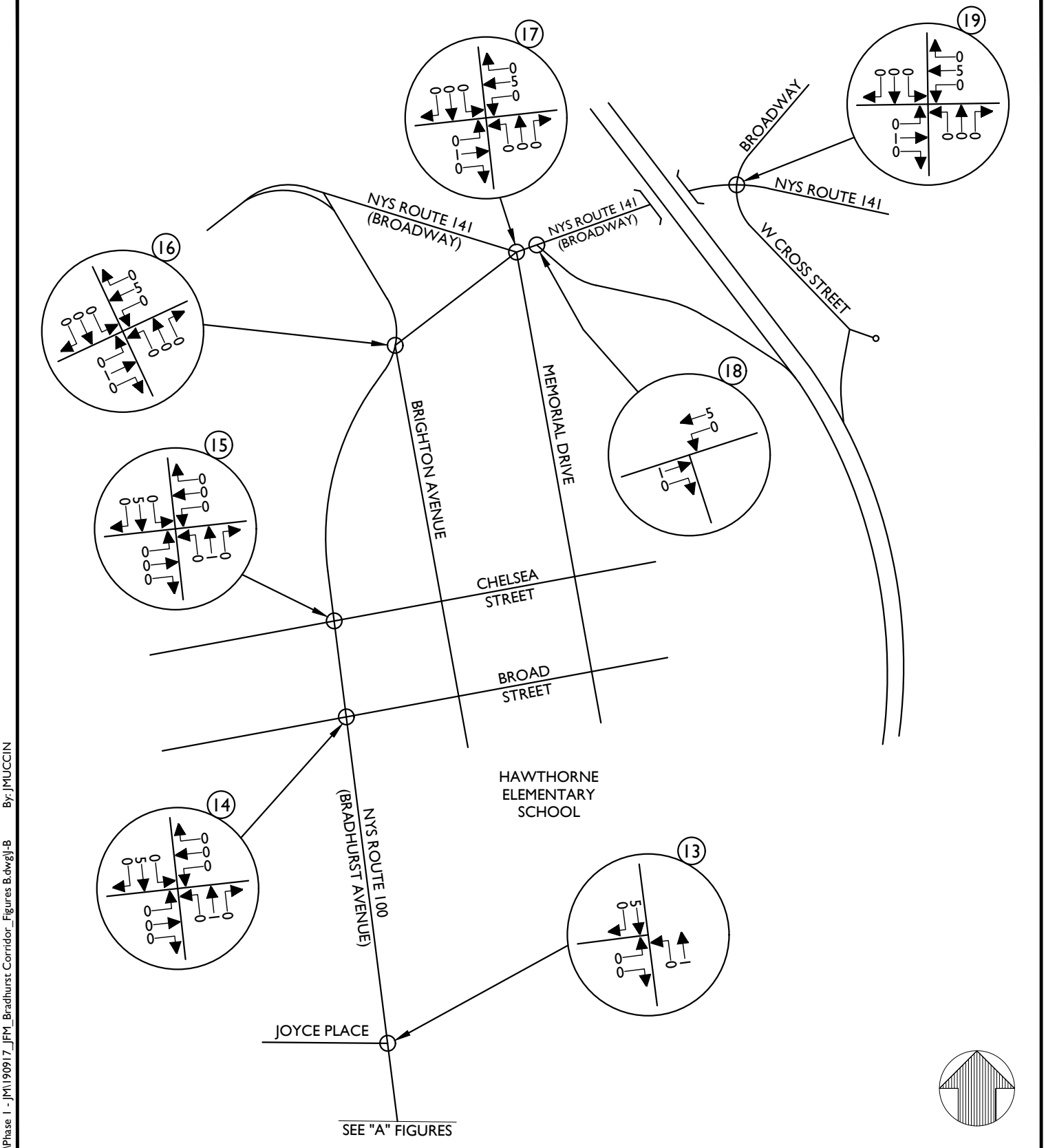
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
WESTCHESTER MEDICAL CENTER

SHEET NUMBER:
FIGURE NO. J-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✱ Planners ✱ Surveyors
Landscape Architects ✱ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

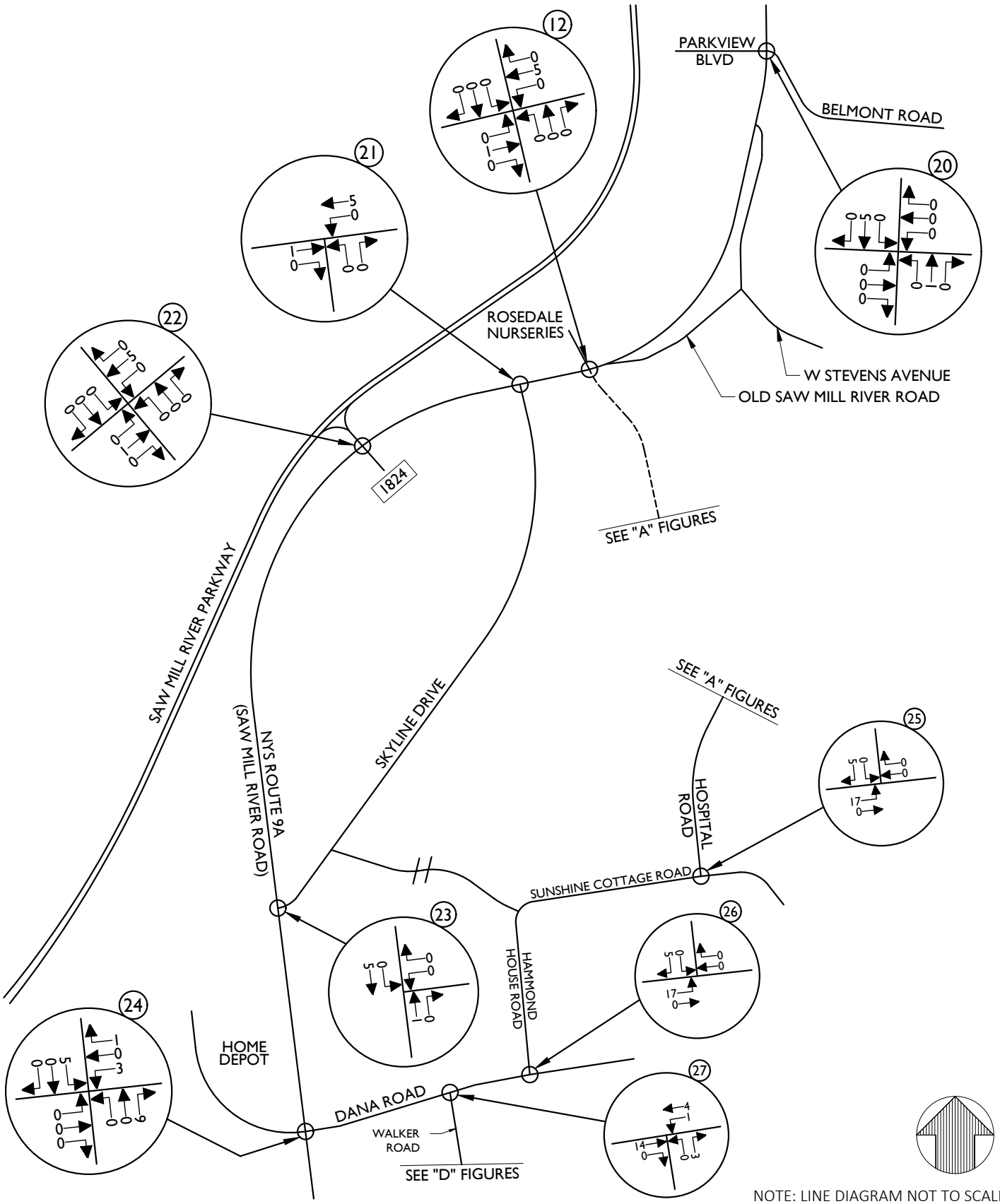
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
WESTCHESTER MEDICAL CENTER BUILDING

SHEET NUMBER:
FIGURE NO. J-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

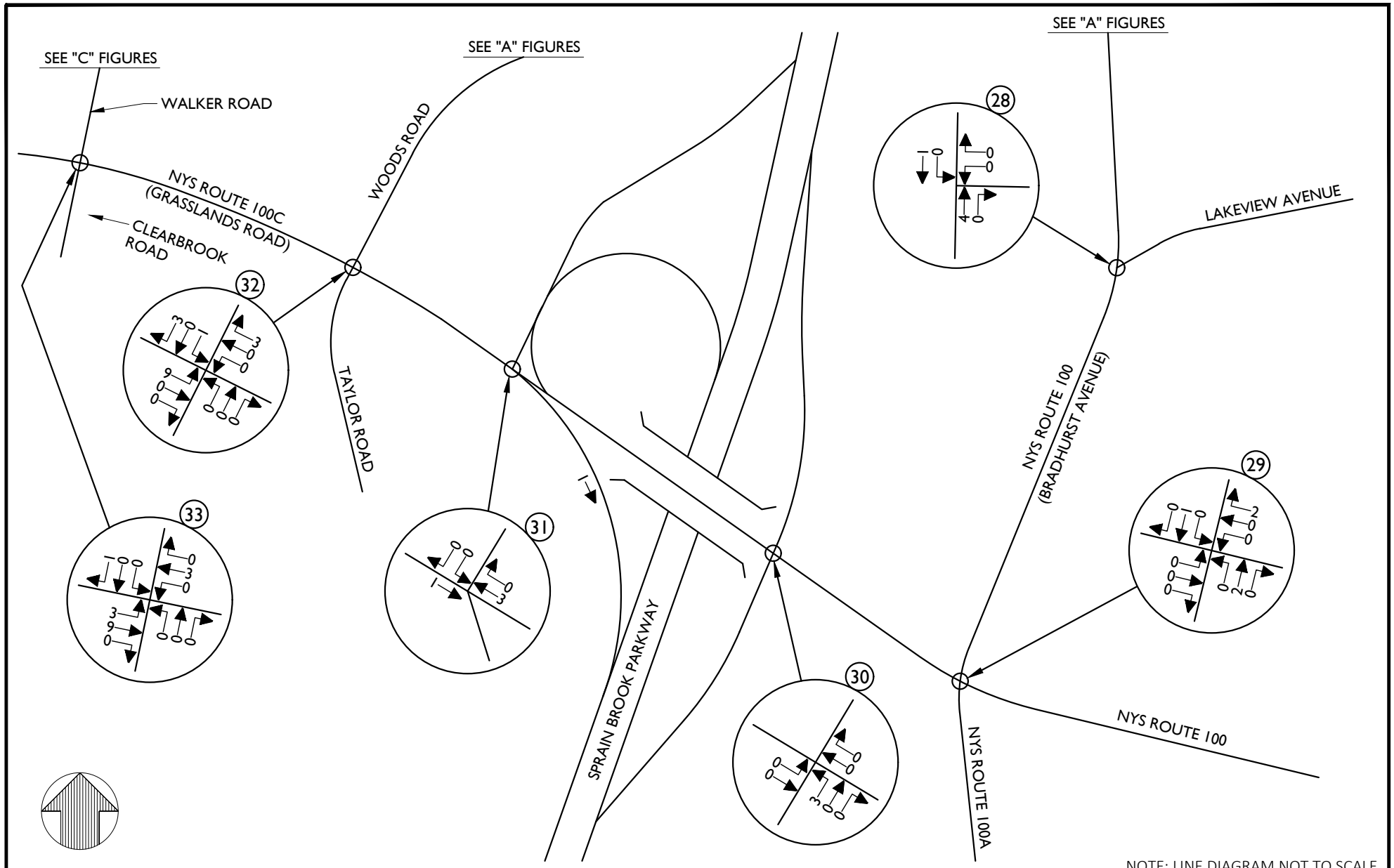
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
WESTCHESTER MEDICAL CENTER BUILDING

SHEET NUMBER:
FIGURE NO. J-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\J-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

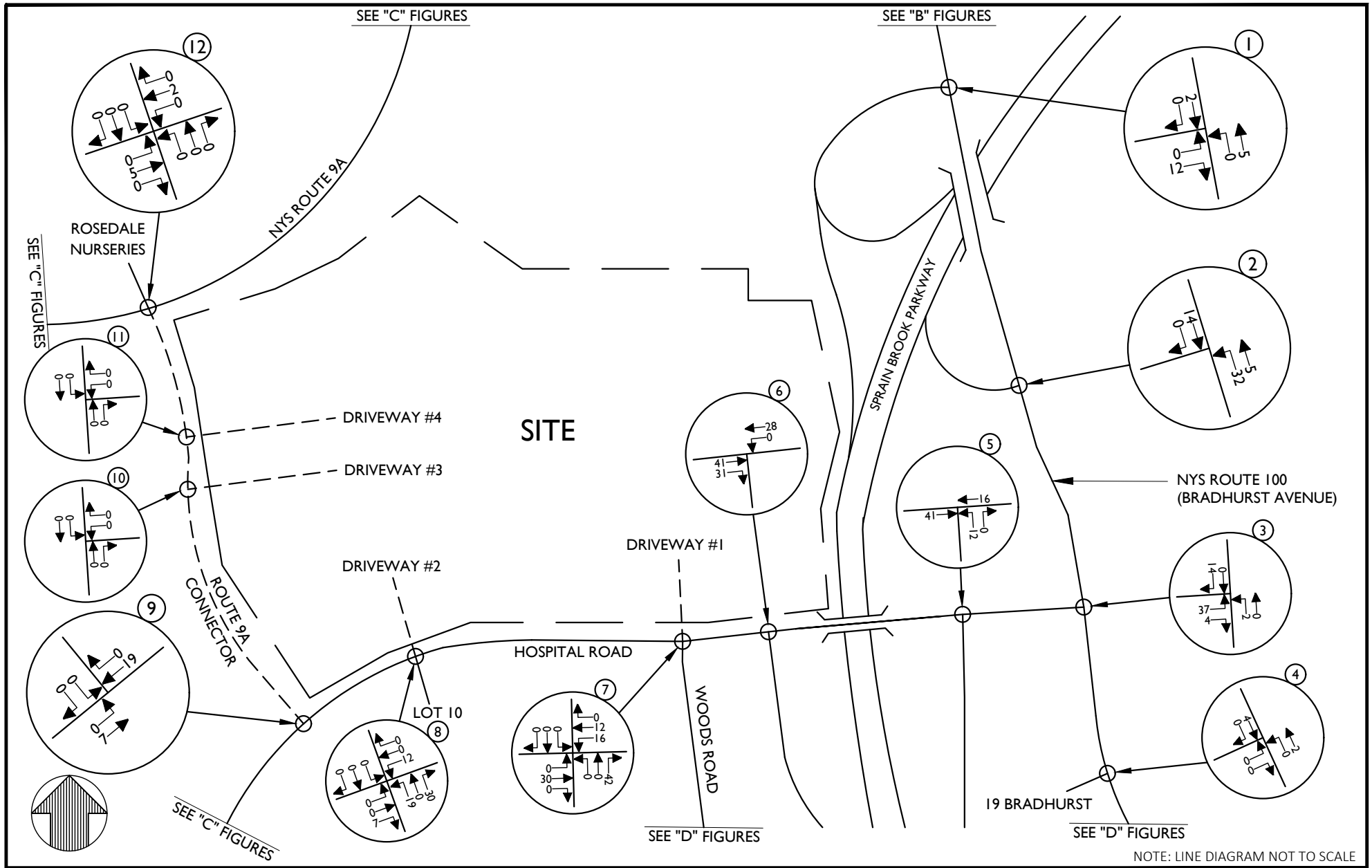
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 190917_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
WESTCHESTER MEDICAL CENTER BUILDING

SHEET NUMBER:
FIGURE NO. J-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

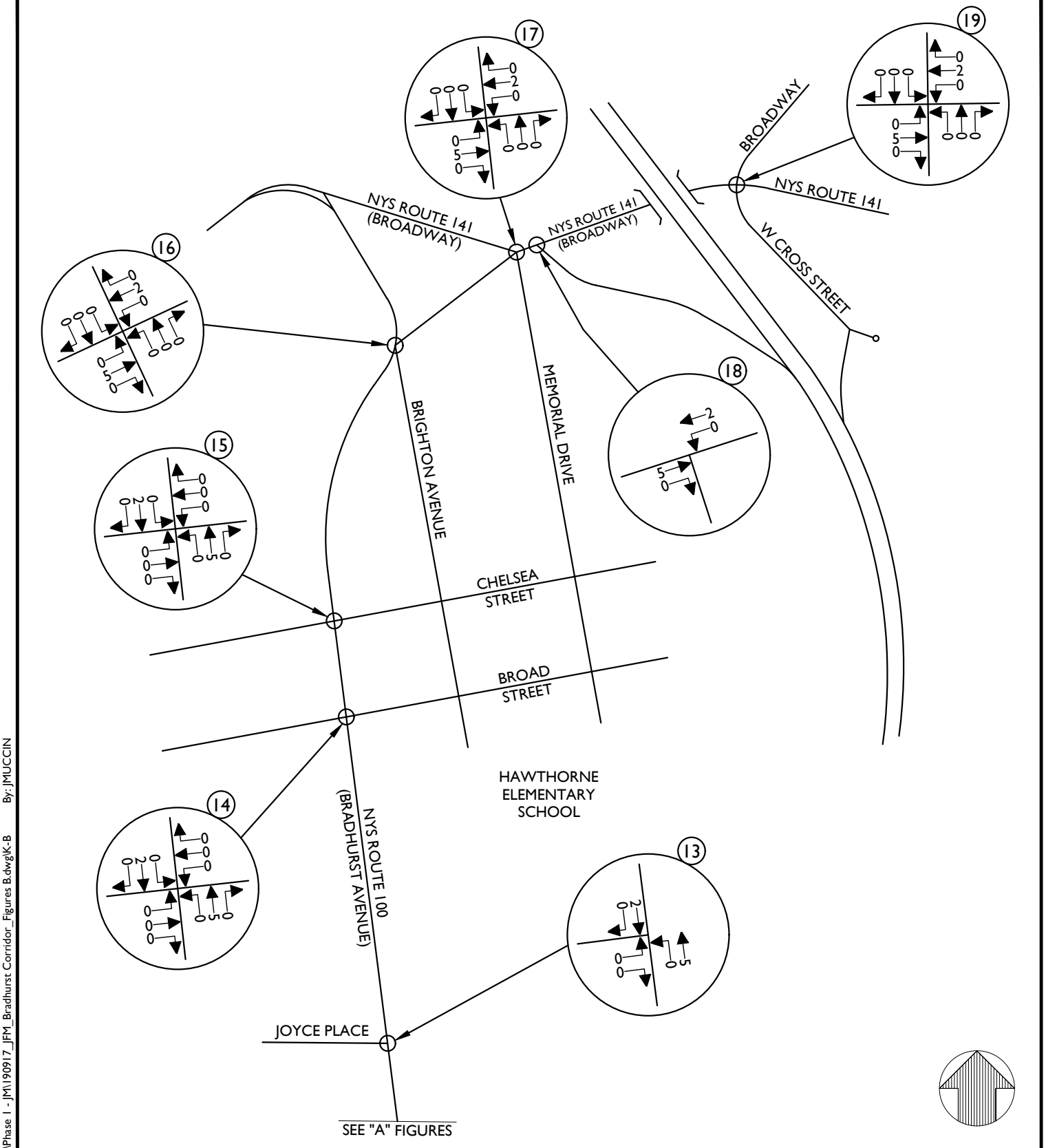
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
WESTCHESTER MEDICAL CENTER

SHEET NUMBER:
FIGURE NO. K-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✱ Planners ✱ Surveyors
Landscape Architects ✱ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

■ NEW JERSEY
• Red Bank • Clinton
• Hamilton • Egg Harbor
• Montvale • Mt. Arlington
• Mt. Laurel

■ NEW YORK
• Albany • New Windsor
• Westchester

■ NEW MEXICO
• Albuquerque

■ MARYLAND
• Columbia

■ TEXAS
• College Station

■ FLORIDA
• Tampa • Orlando
• Miami • Jacksonville

■ PENNSYLVANIA
• Lehigh Valley • Exton
• Philadelphia • Pittsburgh

■ NORTH CAROLINA
• Charlotte • Raleigh

■ VIRGINIA
• Sterling • Norfolk

■ TENNESSEE
• Nashville

■ INDIANA
• Lafayette

■ COLORADO
• Denver

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 Know what's below. Call before you dig.

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

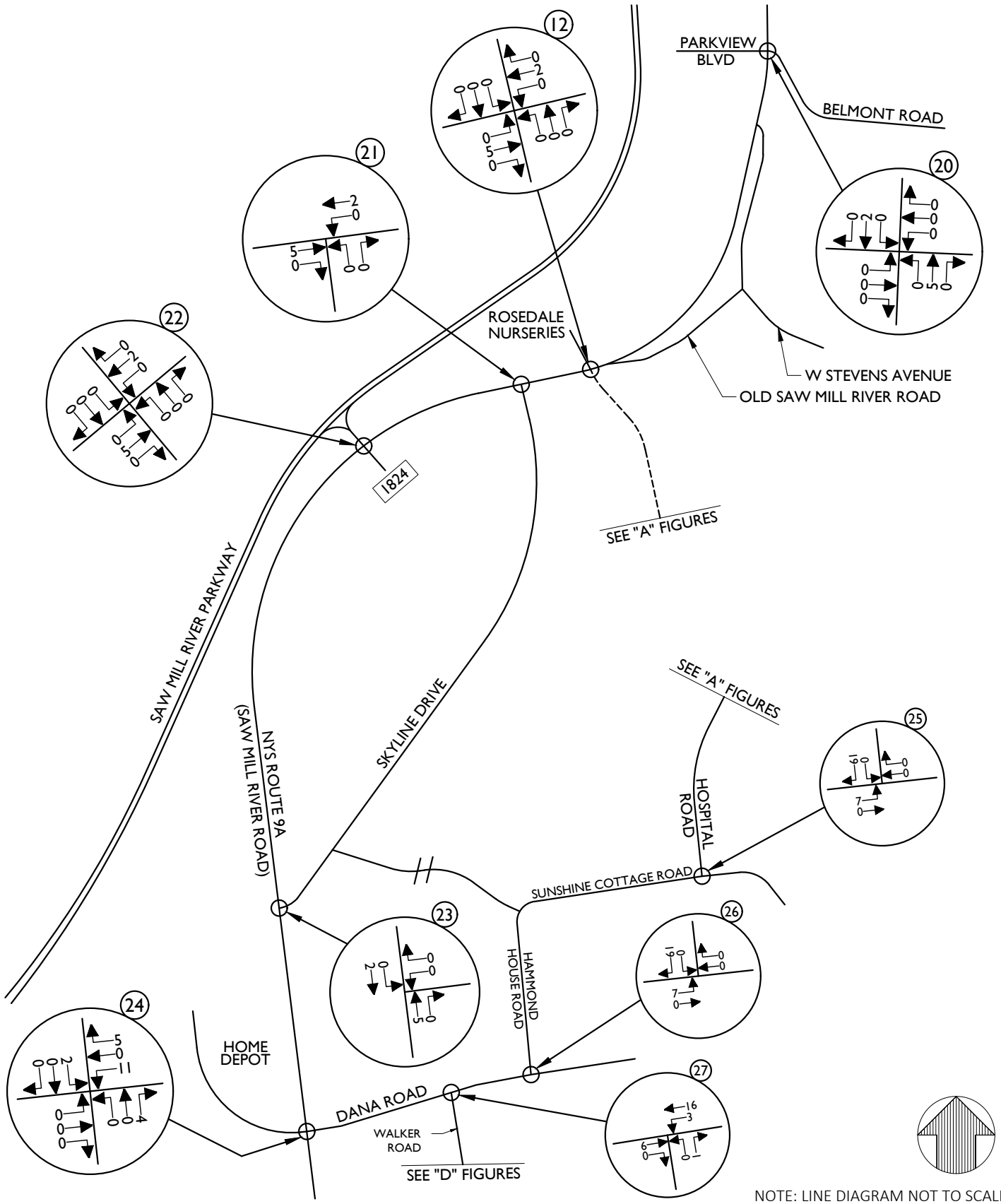
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190917_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
WESTCHESTER MEDICAL CENTER BUILDING

SHEET NUMBER:
FIGURE NO. K-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_Bradhurst Corridor_Figures B.dwg\K-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

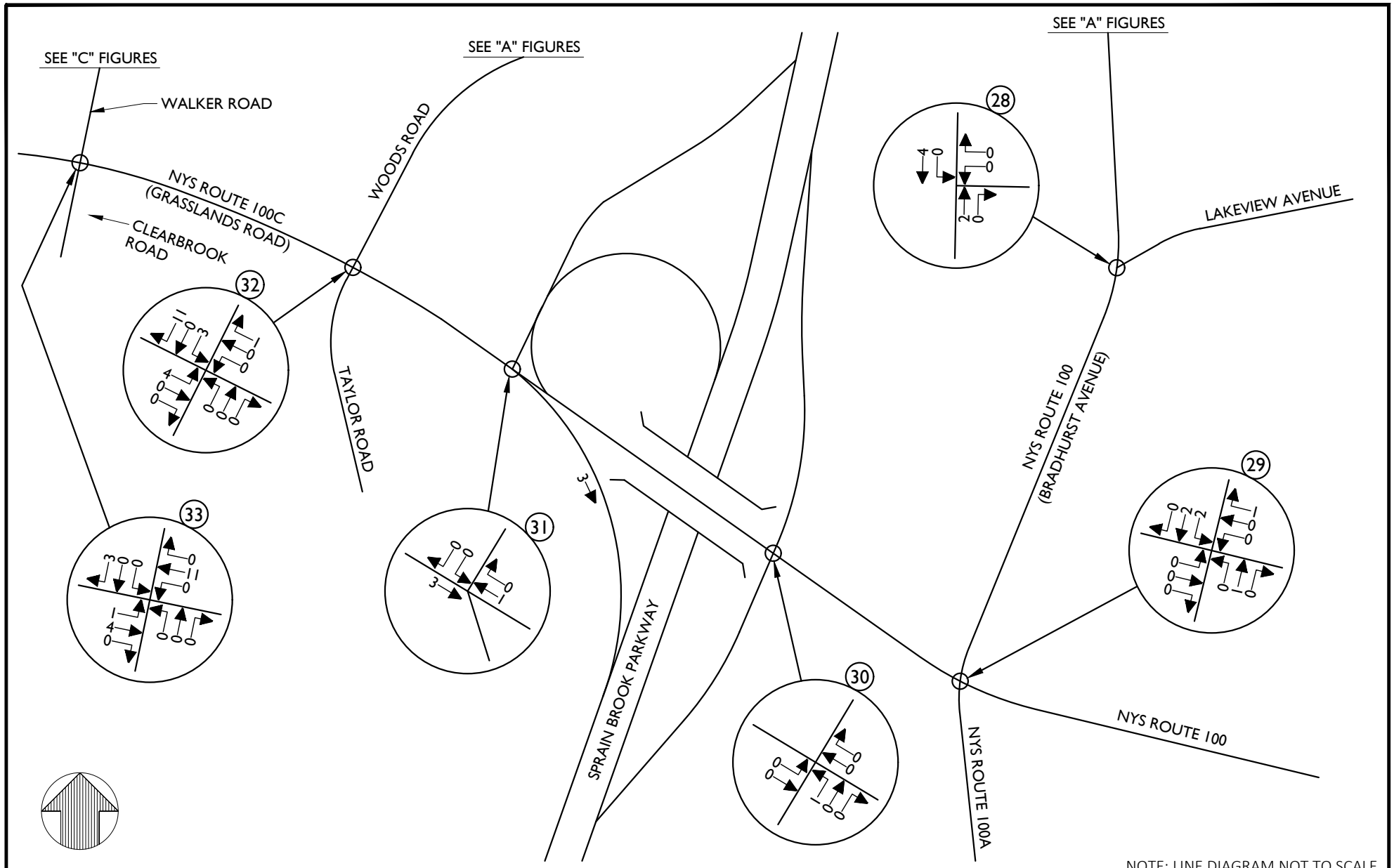
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
WESTCHESTER MEDICAL CENTER BUILDING

SHEET NUMBER:
FIGURE NO. K-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 1 - JM\190917_JFM_9A Corridor_Figures C.dwg\K-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 19091_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
WESTCHESTER MEDICAL CENTER BUILDING

SHEET NUMBER:
FIGURE NO. K-D

NORTH 60

APPENDIX E

PHASE 1 – TRIP GENERATION TABLE

TABLE NO. 1

PHASE 1

HOURLY TRIP GENERATION RATES &
ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

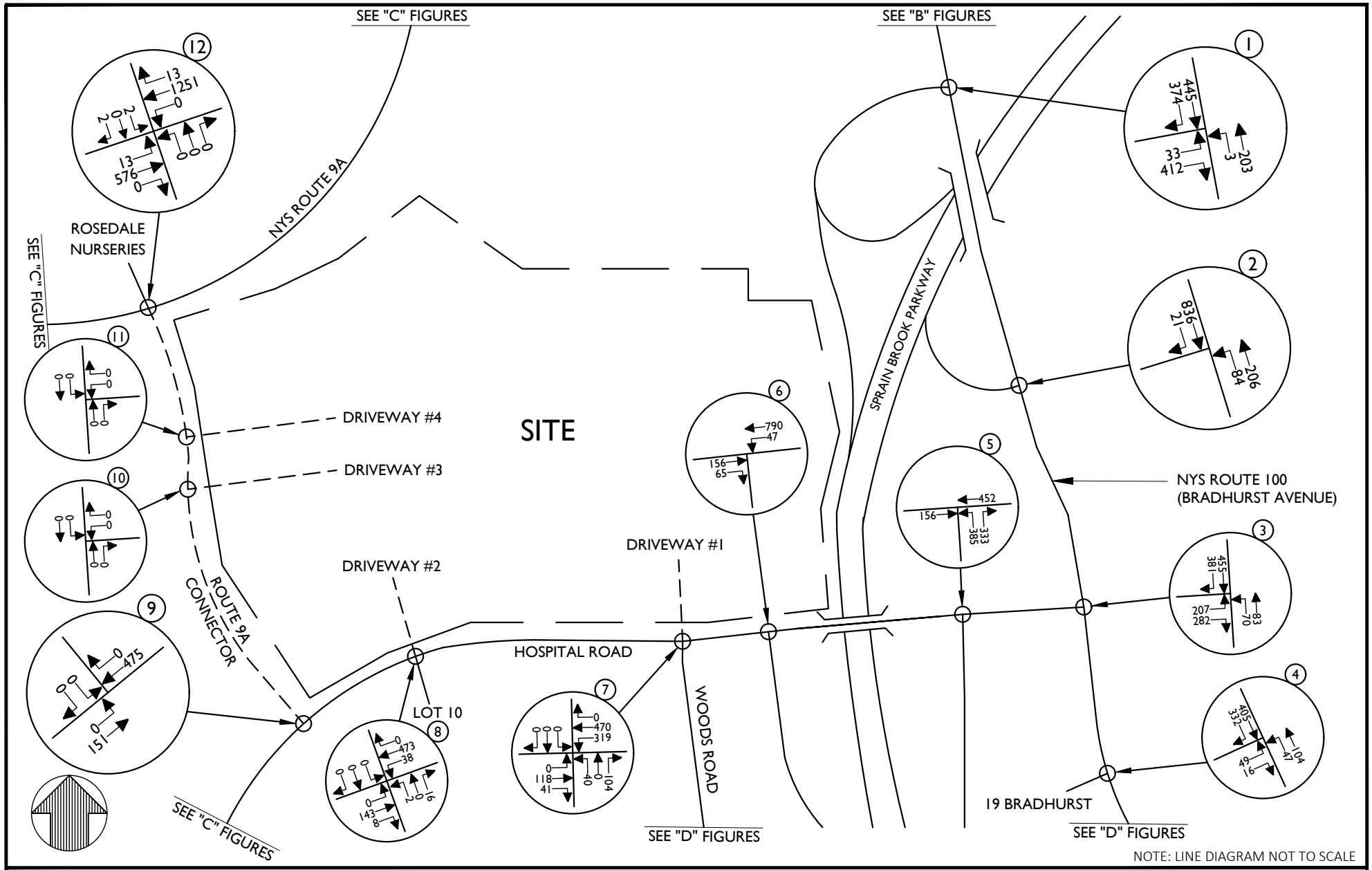
NORTH 60	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
HOTEL (1) (120 ROOMS)						
WEEKDAY PEAK AM HOUR	0.28	**34**	0.19	**23**	0.47	**57**
WEEKDAY PEAK PM HOUR	0.31	**37**	0.29	**35**	0.60	**72**
MEDICAL OFFICE (2) (100,000 S.F.)						
WEEKDAY PEAK AM HOUR	1.60	**160**	0.28	**28**	1.88	**188**
WEEKDAY PEAK PM HOUR	0.20	**20**	1.42	**142**	1.62	**162**
BIO-TECH (3) (220,000 S.F.)						
WEEKDAY PEAK AM HOUR	0.315	**69**	0.105	**23**	0.42	**92**
WEEKDAY PEAK PM HOUR	0.07	**15**	0.42	**93**	0.49	**108**
RETAIL (4) (15,000 S.F.)						
WEEKDAY PEAK AM HOUR	1.62	24	1.38	21	3.00	45
WEEKDAY PEAK PM HOUR	2.105	32	2.105	32	4.21	64
GROCERY STORE (5) (20,000 S.F.)						
WEEKDAY PEAK AM HOUR	3.47	69	3.20	64	6.67	133
WEEKDAY PEAK PM HOUR	3.95	79	3.65	73	7.60	152
FITNESS (6) (20,000 S.F.)						
WEEKDAY PEAK AM HOUR	0.64	13	0.76	15	1.40	28
WEEKDAY PEAK PM HOUR	2.04	41	1.88	38	3.92	79
PHARMACY (7) W/ DRIVE-THROUGH WINDOW (20,000 S.F.)						
WEEKDAY PEAK AM HOUR	4.56	91	4.56	91	9.12	182
WEEKDAY PEAK PM HOUR	5.66	113	5.66	113	11.32	226
TOTAL						
WEEKDAY PEAK AM HOUR	----	197	----	191	----	388
WEEKDAY PEAK PM HOUR	----	265	----	256	----	521
W/ 25% "PASS-BY" CREDIT						
WEEKDAY PEAK AM HOUR	----	-48	----	-48	----	-96
WEEKDAY PEAK PM HOUR	----	-65	----	-65	----	-130
"NEW" TRIPS						
WEEKDAY PEAK AM HOUR	**----**	**149**	**----**	**143**	**----**	**292**
WEEKDAY PEAK PM HOUR	**----**	**200**	**----**	**191**	**----**	**391**
TOTAL "NEW" TRIPS						
WEEKDAY PEAK AM HOUR	**------**	**412**	**------**	**217**	**------**	**629**
WEEKDAY PEAK PM HOUR	**------**	**272**	**------**	**461**	**------**	**733**

HOURLY TRIP GENERATION RATES (HTGR)
(1) BASED ON ITE LAND USE 310 - HOTEL
(2) BASED ON HTGR AT 19 BRADHURST AVENUE (225,000 S.F. MEDICAL OFFICE BUILDING)
(3) BASED ON ITE LAND USE 760 - RESEARCH AND DEVELOPMENT CENTER
(4) BASED ON ITE LAND USE 820 - SHOPPING CENTER - PEAK HOUR OF GENERATOR
(5) BASED ON ITE LAND USE 850 - SUPERMARKET - PEAK HOUR OF GENERATOR
(6) FITNESS BASED ON ITE LAND USE 492 - HEALTH/FITNESS CLUB - PEAK HOUR OF GENERATOR
(7) PHARMACY BASED ON ITE LAND USE 881 - PHARMACY WITH DRIVE-THROUGH WINDOW - PEAK HOUR OF GENERATOR

NORTH 60

APPENDIX F

PHASE 2 – TRAFFIC VOLUME FIGURES



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

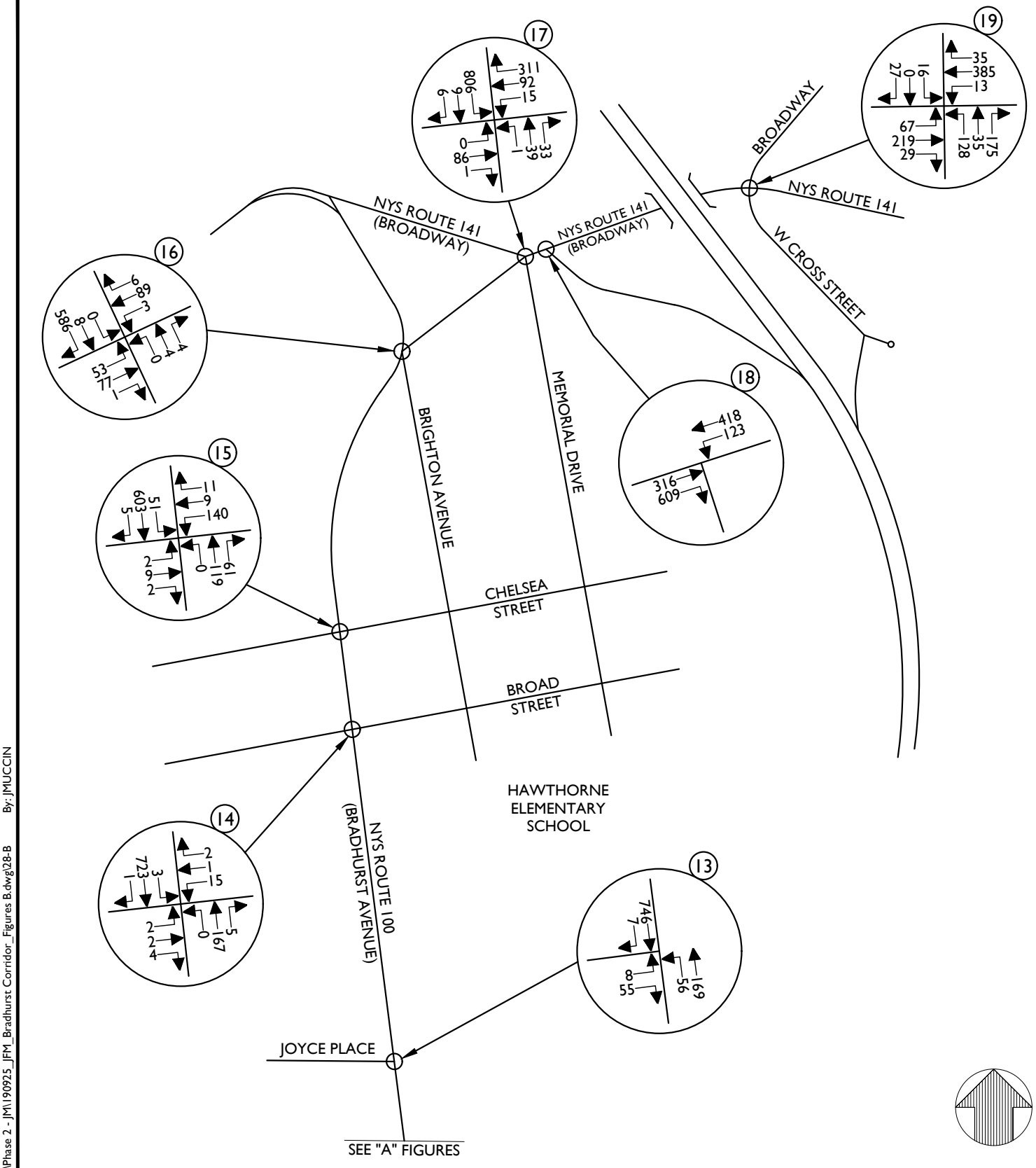
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
2039 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 28-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

■ NEW JERSEY
• Red Bank • Clinton
• Hamilton • Egg Harbor
• Montvale • Mt. Arlington
• Mt. Laurel

■ NEW YORK
• Albany • New Windsor
• Westchester

■ NEW MEXICO
• Albuquerque

■ MARYLAND
• Columbia

■ TEXAS
• College Station

■ FLORIDA
• Tampa • Orlando
• Miami • Jacksonville

■ PENNSYLVANIA
• Lehigh Valley • Exton
• Philadelphia • Pittsburgh

■ NORTH CAROLINA
• Charlotte • Raleigh

■ VIRGINIA
• Sterling • Norfolk

■ TENNESSEE
• Nashville

■ INDIANA
• Lafayette

■ COLORADO
• Denver

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

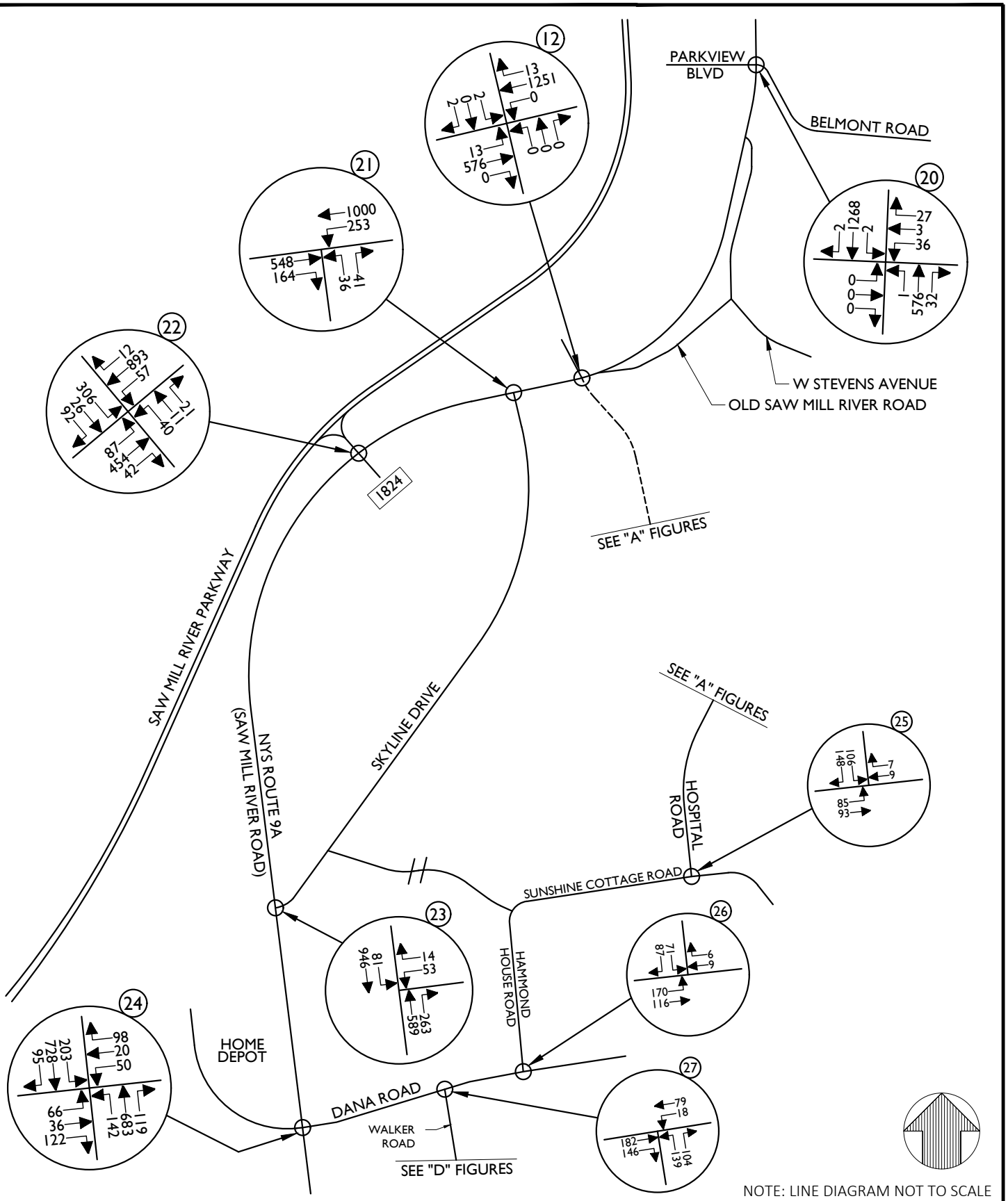
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
2039 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 28-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\28-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

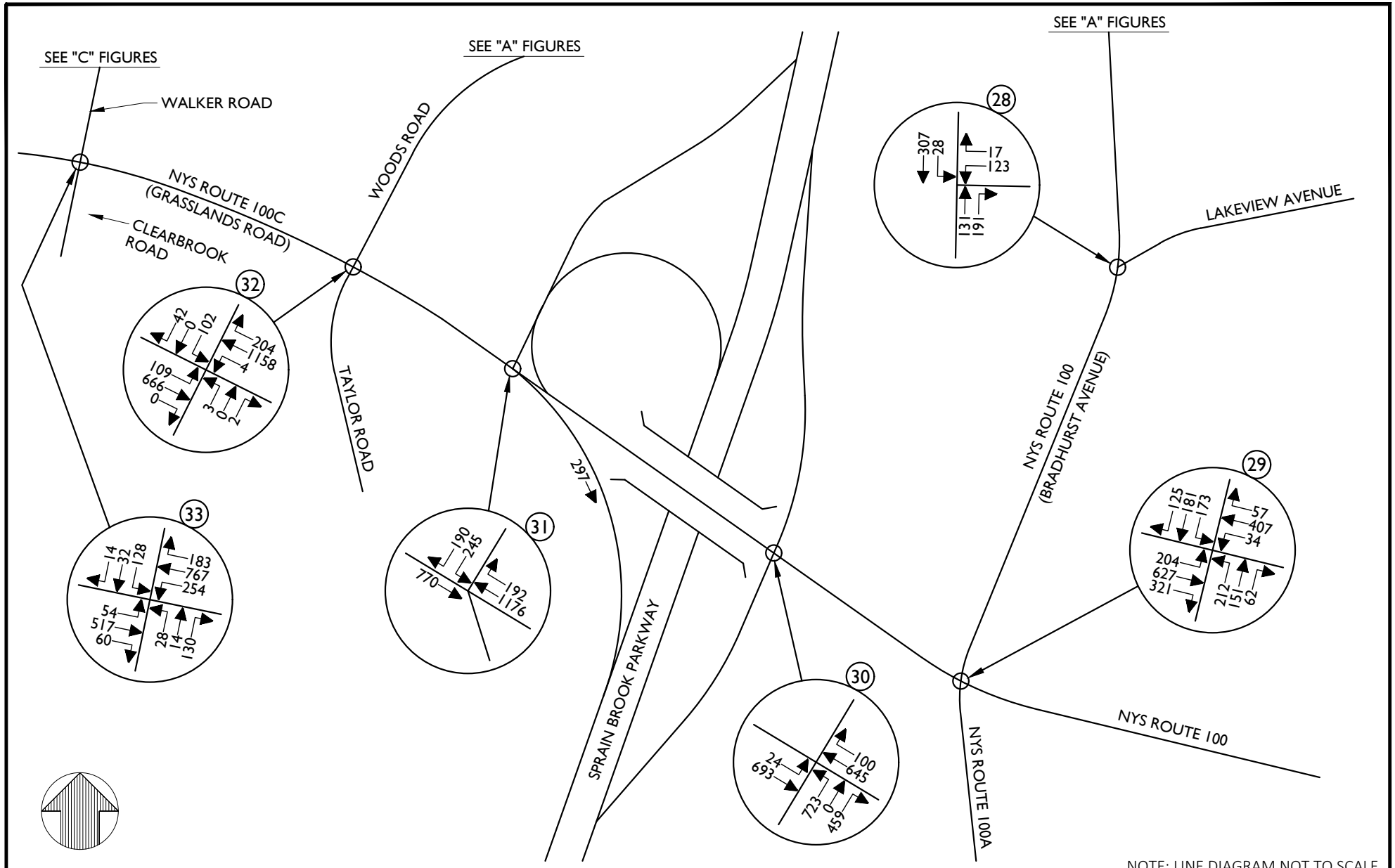
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
2039 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 28-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\28-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

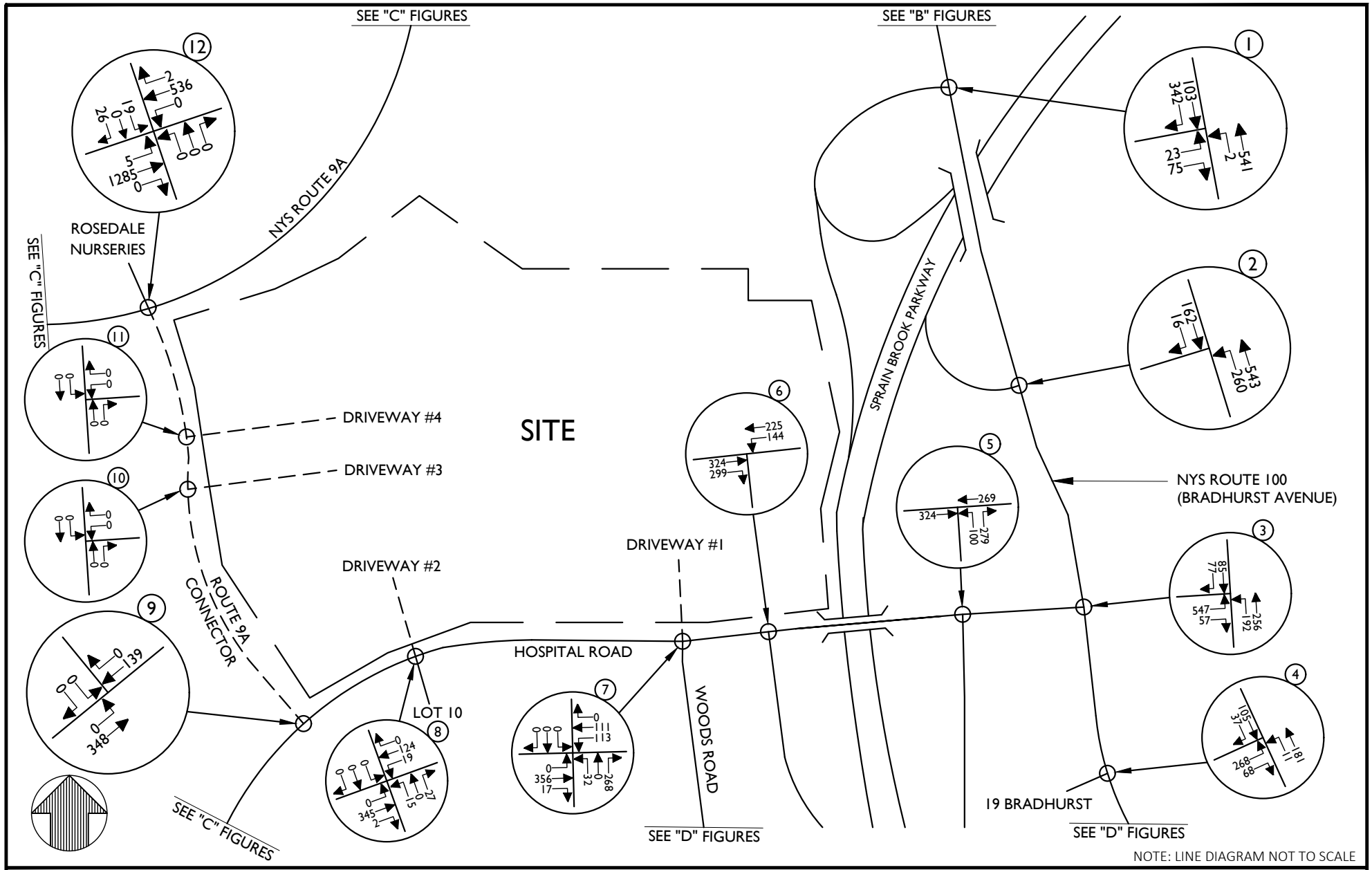
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
2039 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 28-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

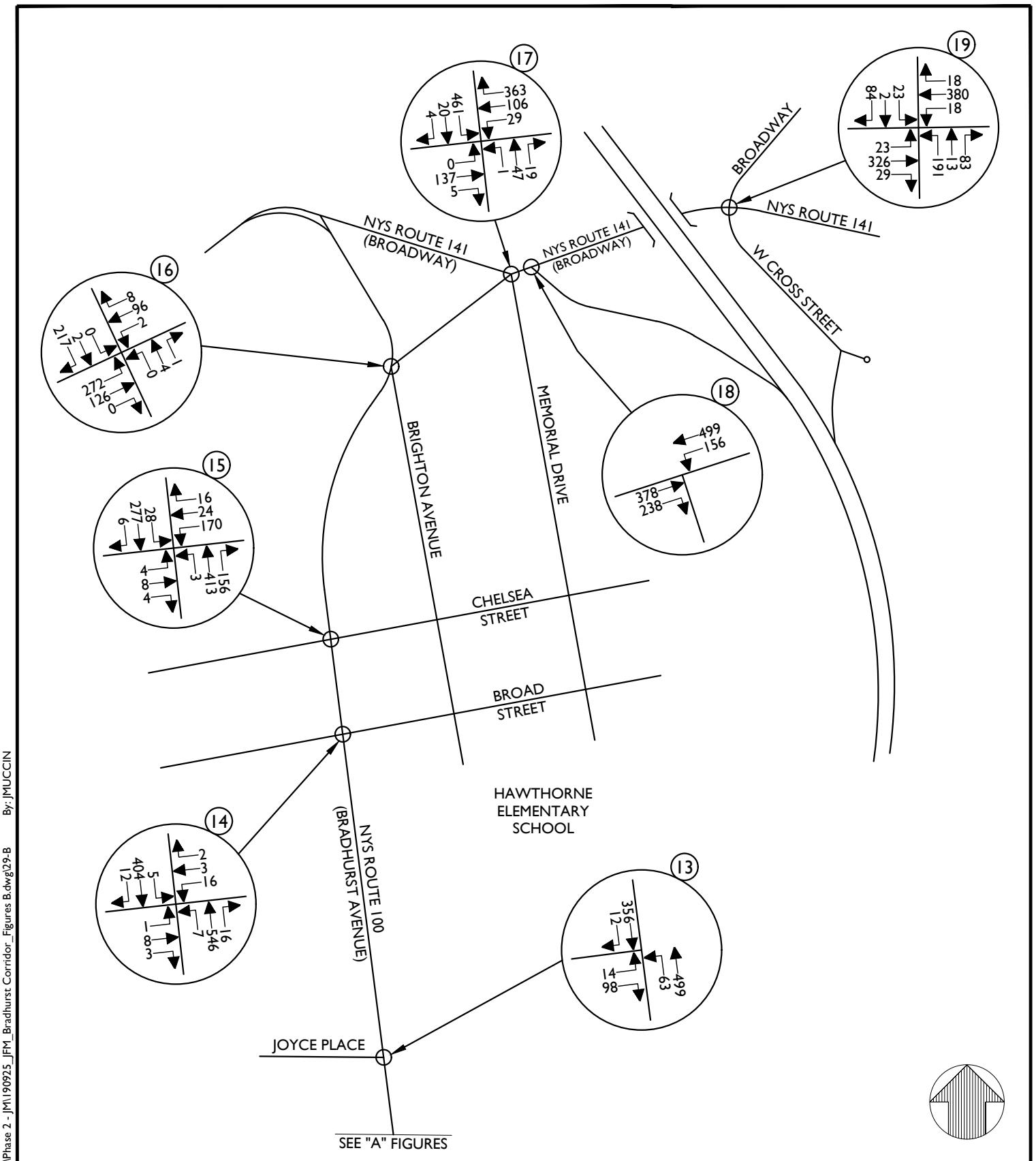
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
2039 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 29-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

■ NEW JERSEY
• Red Bank • Clinton
• Hamilton • Egg Harbor
• Montvale • Mt. Arlington
• Mt. Laurel

■ NEW YORK
• Albany • New Windsor
• Westchester

■ NEW MEXICO
• Albuquerque

■ MARYLAND
• Columbia

■ TEXAS
• College Station

■ FLORIDA
• Tampa • Orlando
• Miami • Jacksonville

■ PENNSYLVANIA
• Lehigh Valley • Exton
• Philadelphia • Pittsburgh

■ NORTH CAROLINA
• Charlotte • Raleigh

■ VIRGINIA
• Sterling • Norfolk

■ TENNESSEE
• Nashville

■ INDIANA
• Lafayette

■ COLORADO
• Denver

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

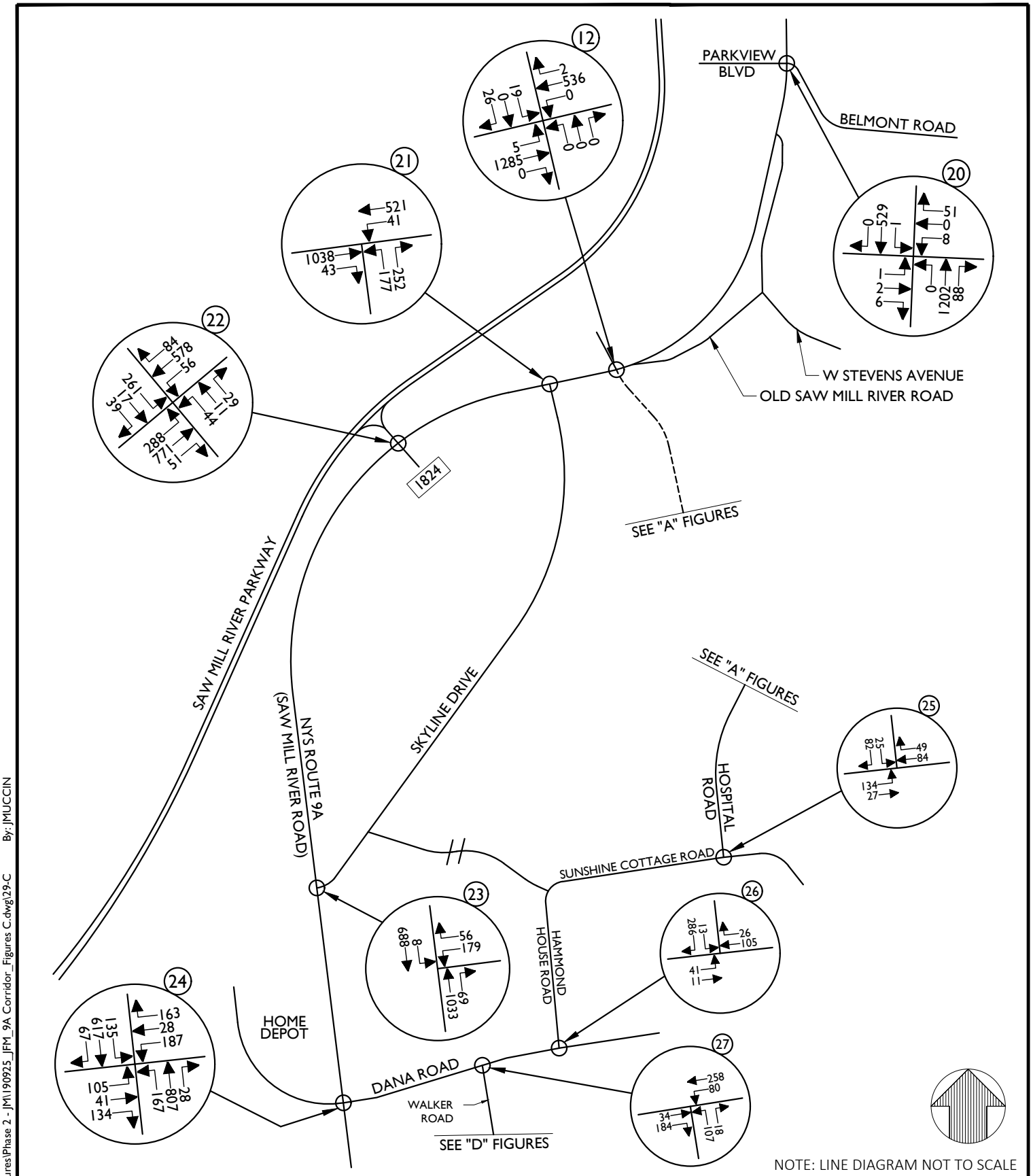
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
2039 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 29-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\29-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Monroe, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

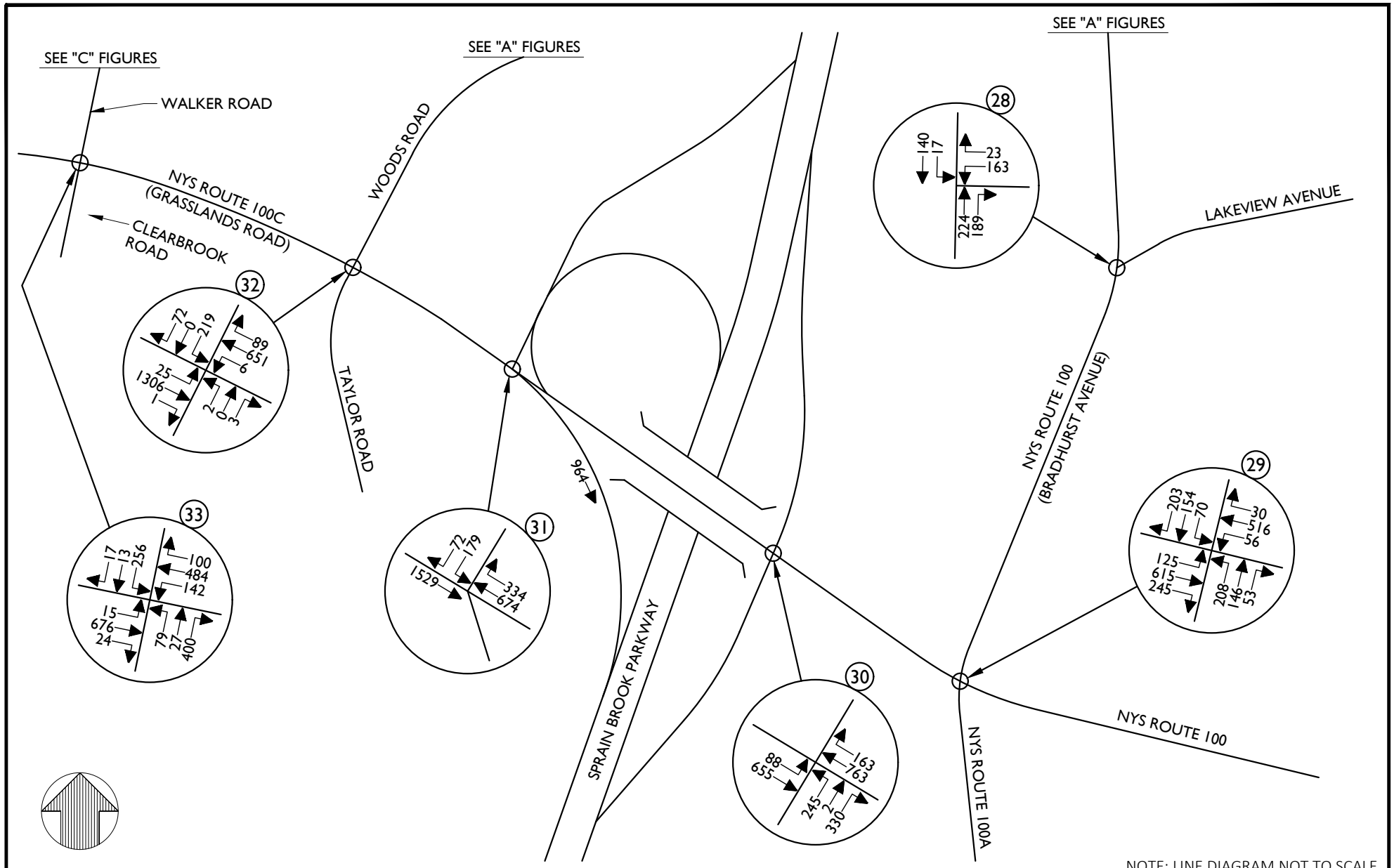
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE:
2039 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 29-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\29-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

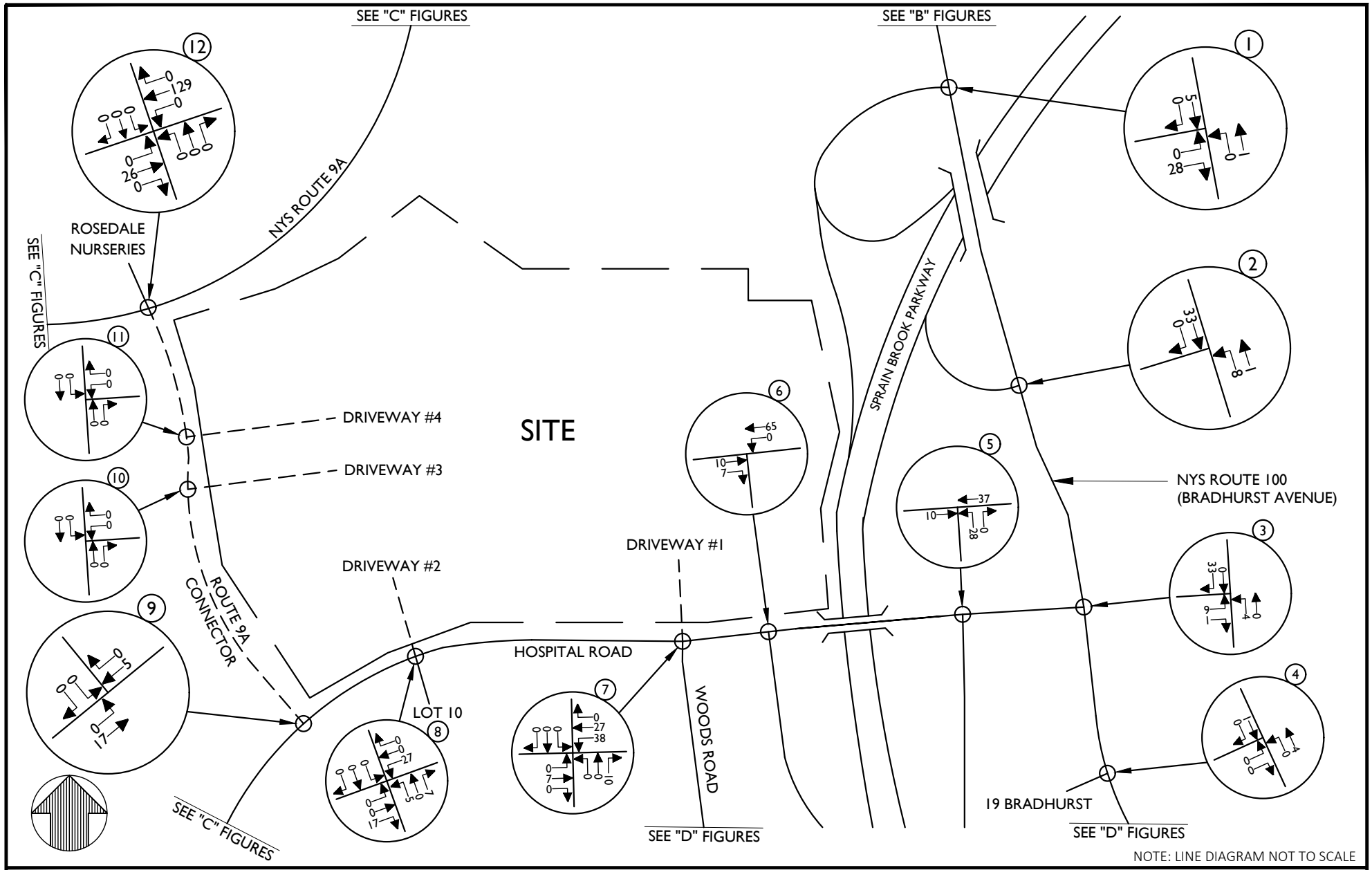
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_PM_100C CORRIDOR_FIGURES D

SHEET TITLE:
2039 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 29-D



MASER CONSULTING P.A.
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

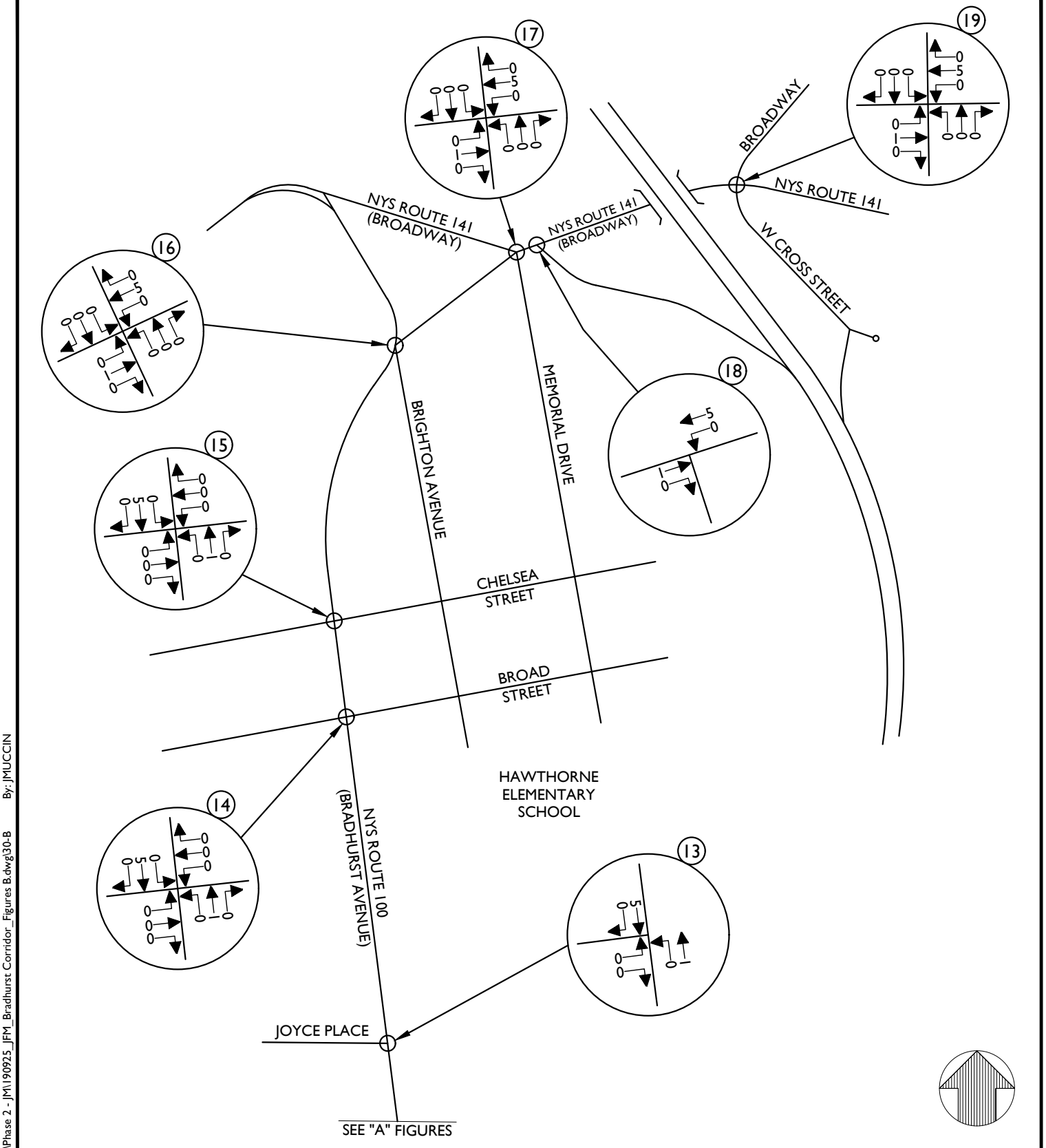
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
TOTAL OTHER DEVELOPMENT TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 30-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

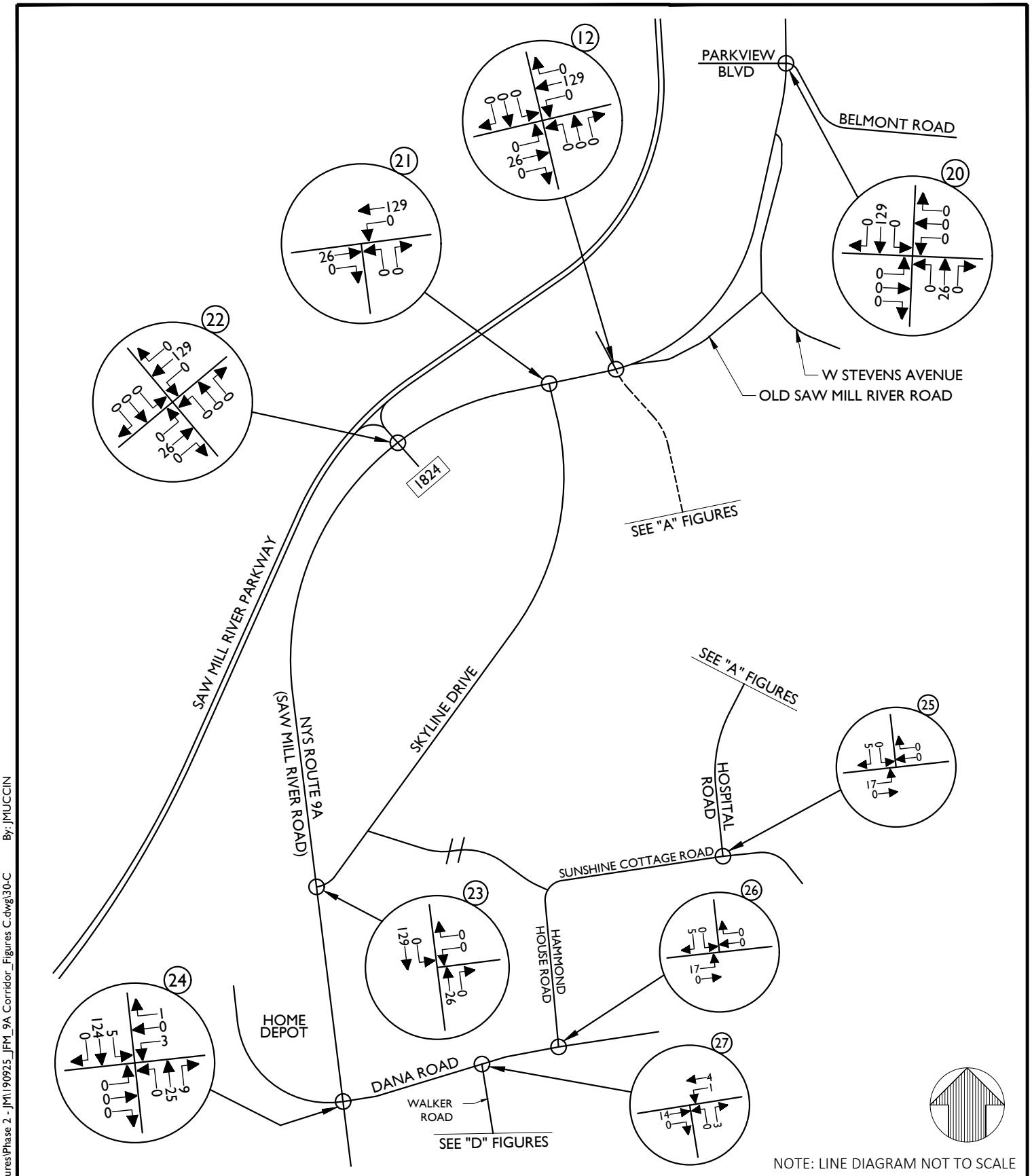
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 30-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\30-B By: JMUCCIN



MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
■ NEW YORK • Albany • New Windsor • Westchester
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Orlando • Miami • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

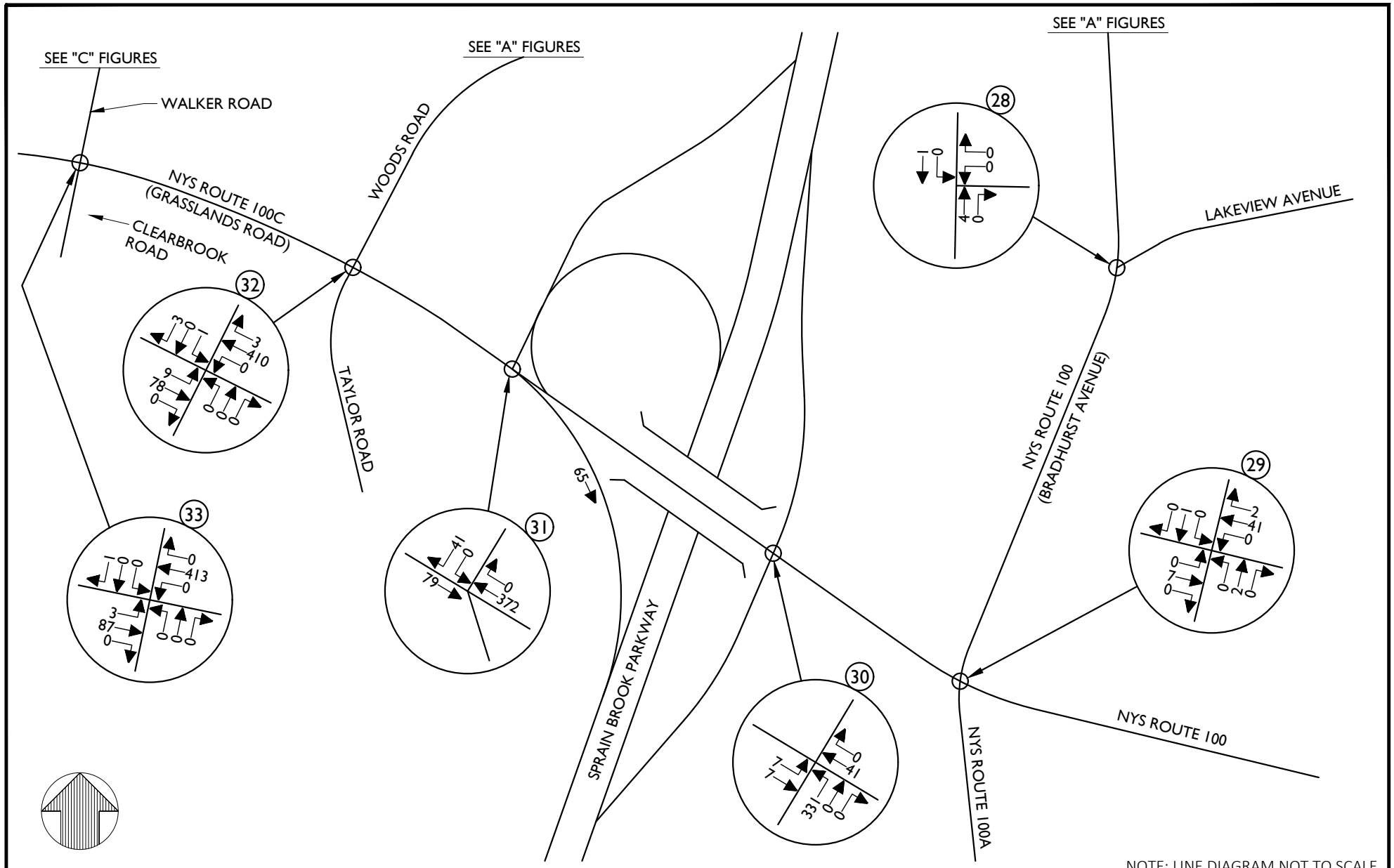
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 30-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\30-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

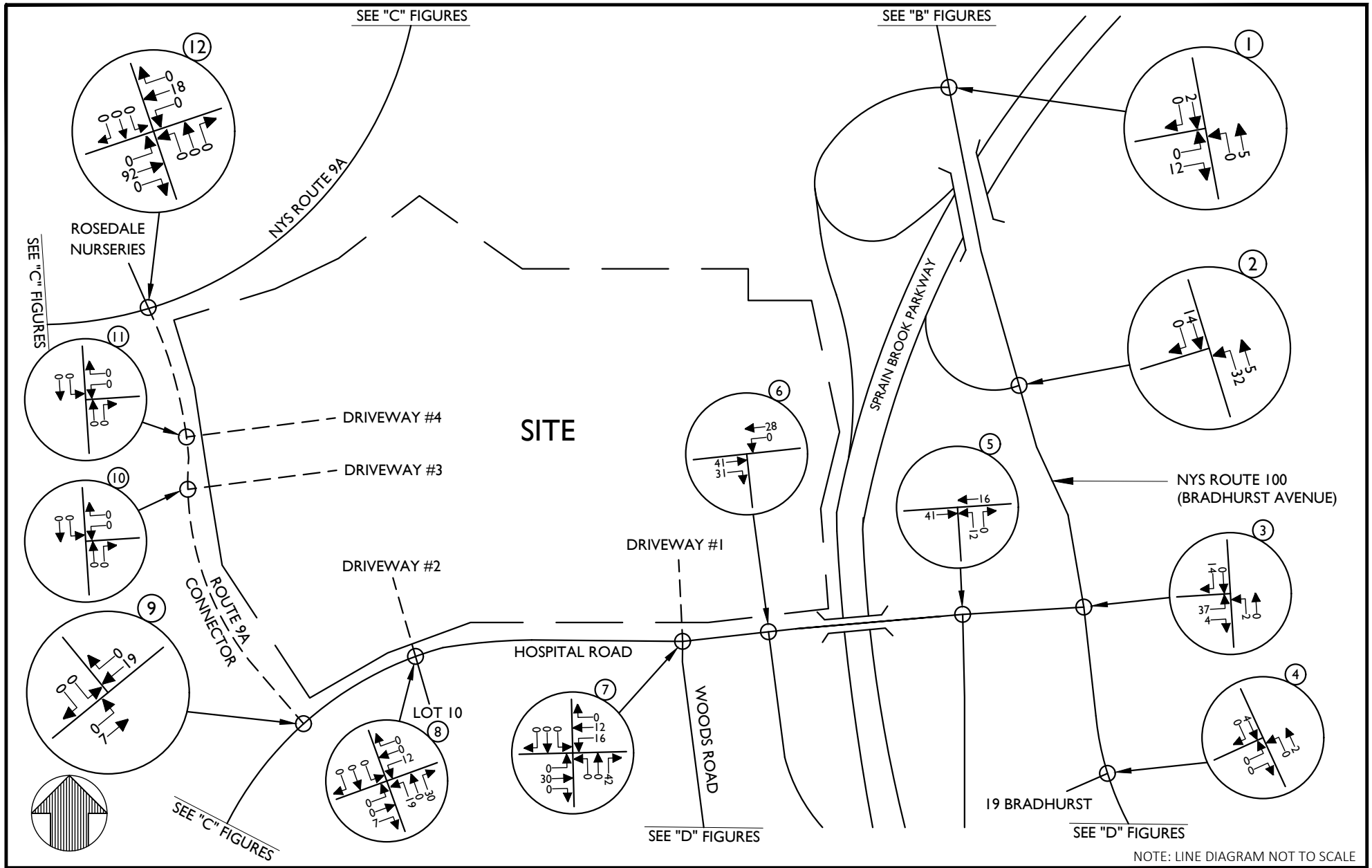
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 30-D



MASER CONSULTING P.A.
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

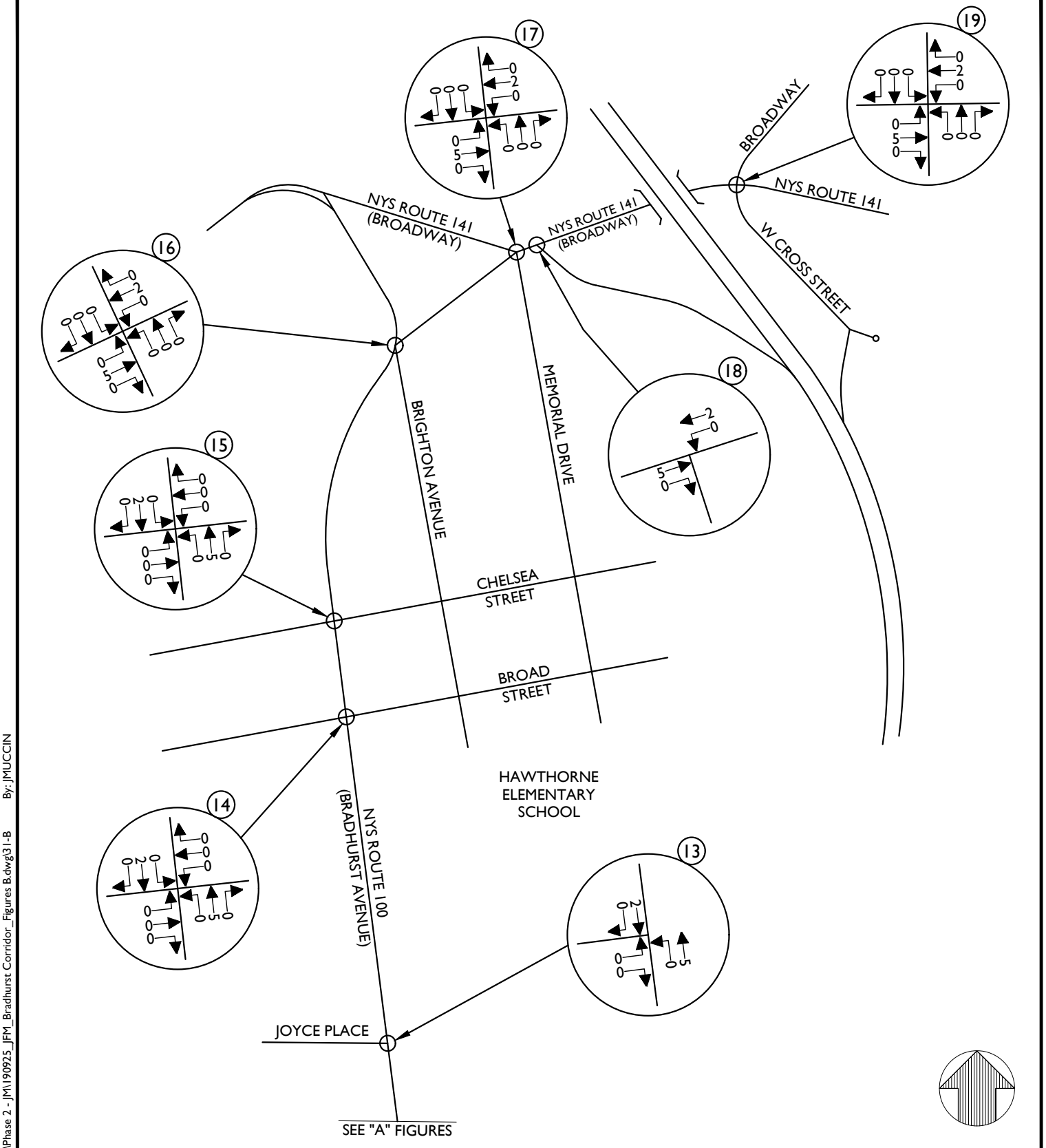
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
TOTAL OTHER DEVELOPMENT TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 31-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

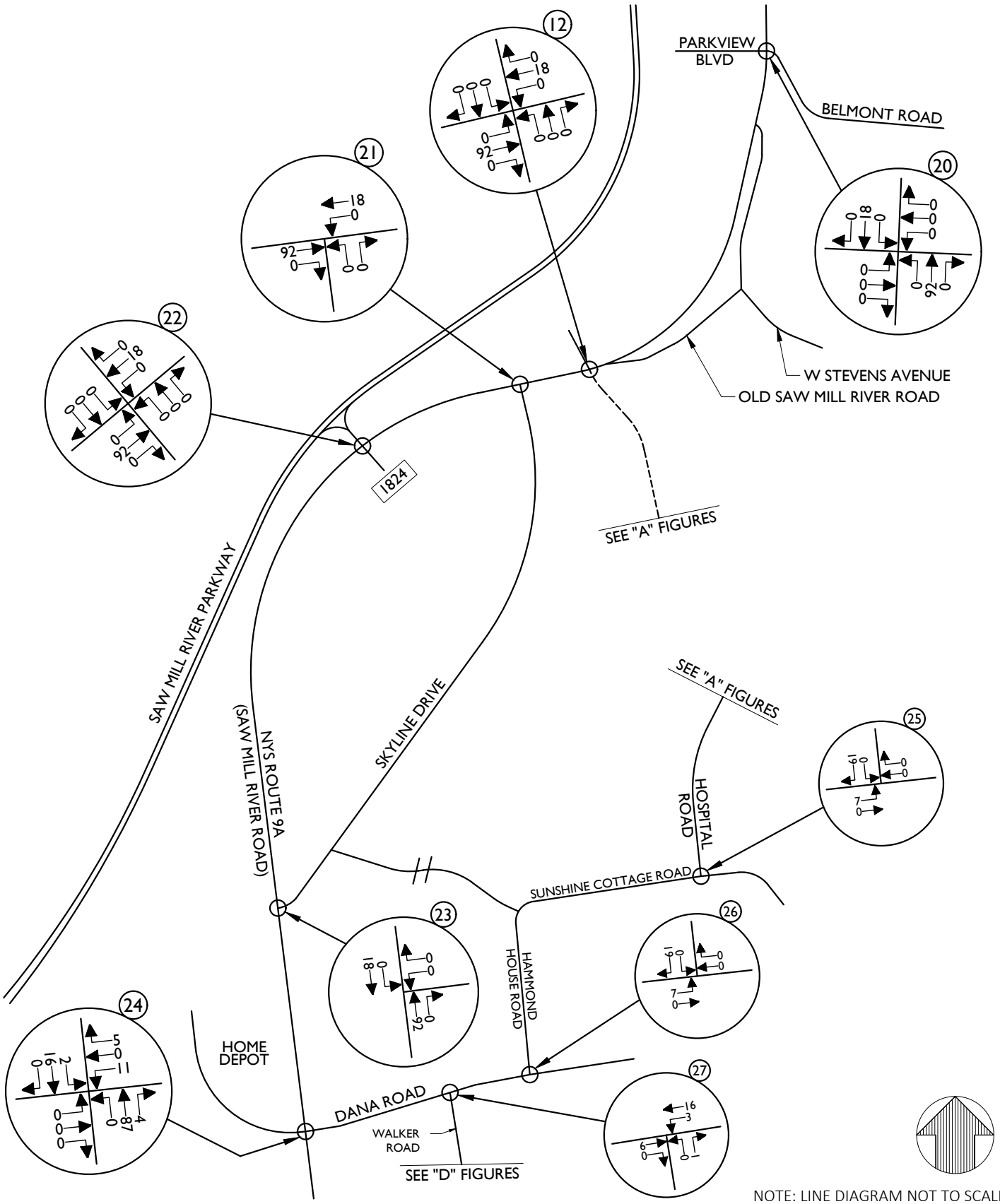
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 31-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\31-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

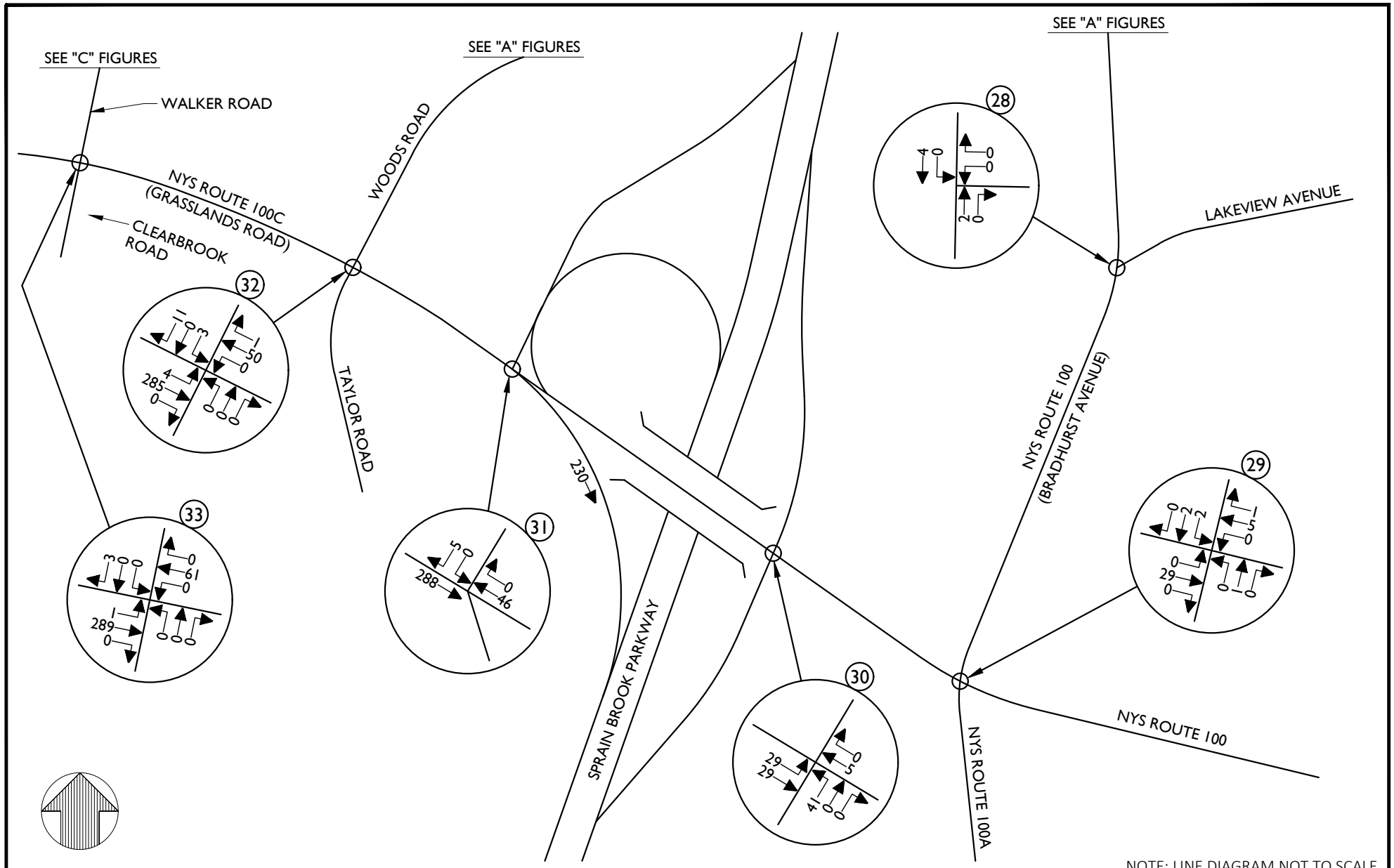
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 31-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\31-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

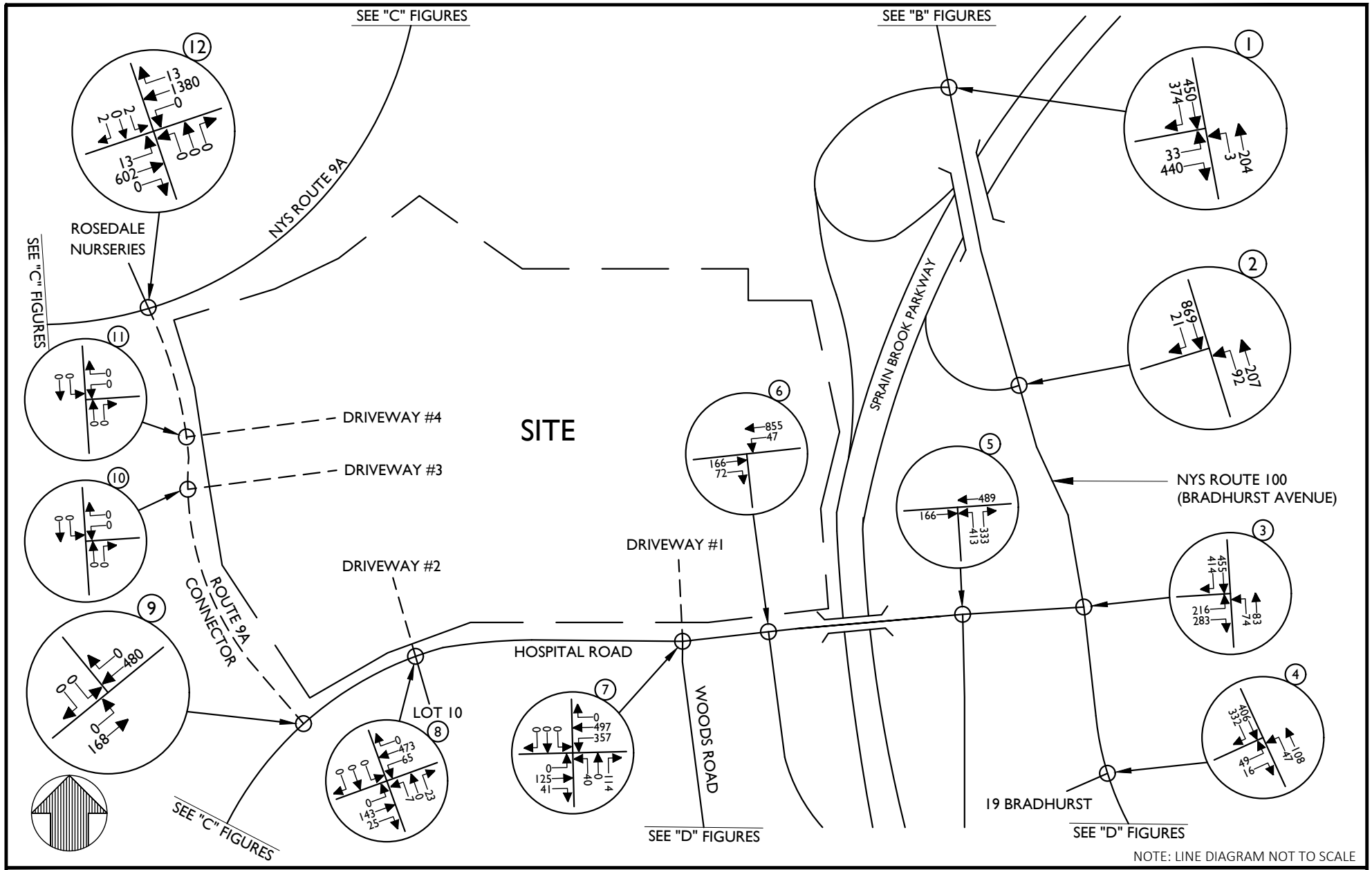
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 31-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

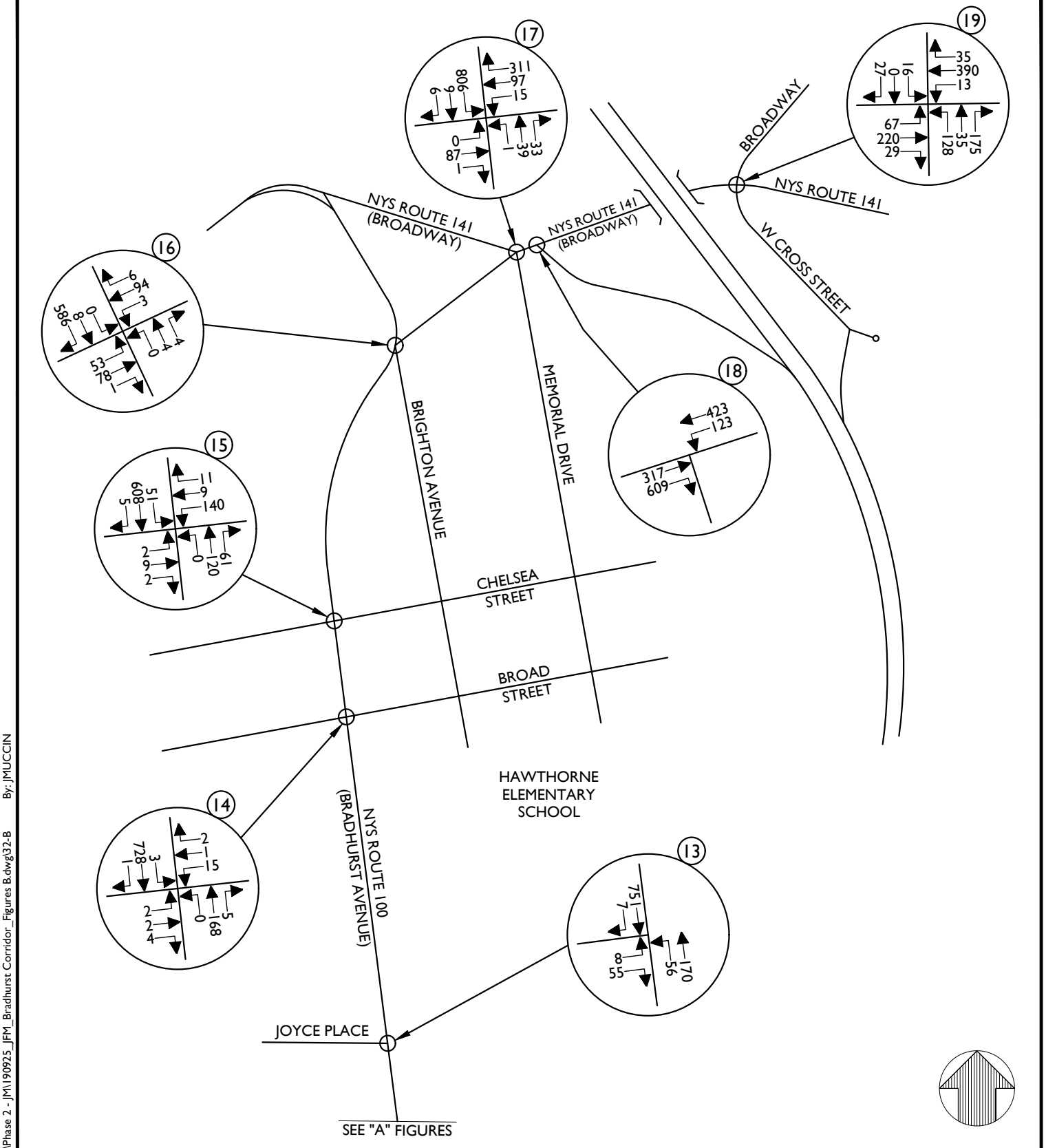
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
2039 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 32-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

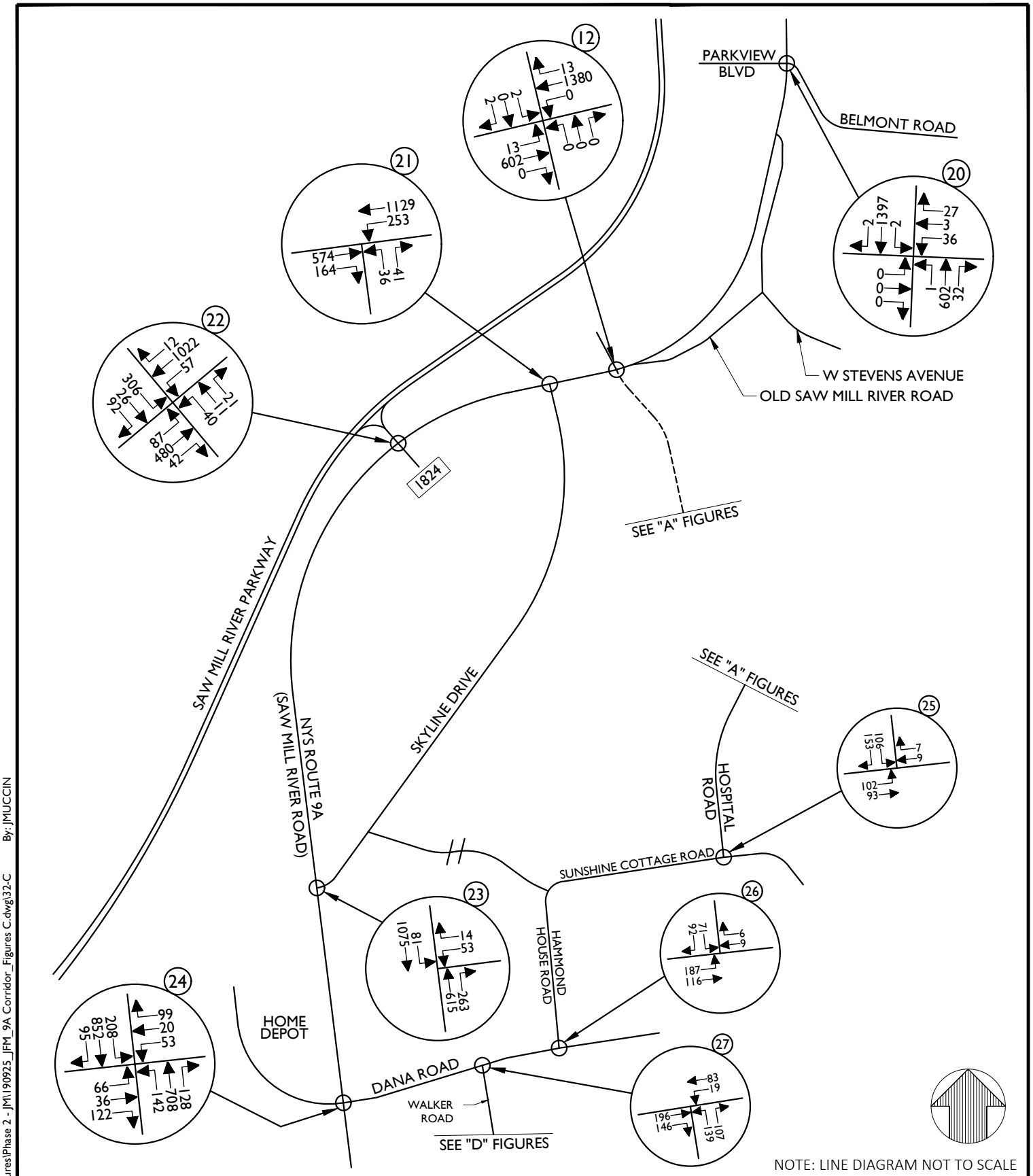
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
2039 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 32-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\32-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

■ NEW JERSEY
• Red Bank • Clinton
• Hamilton • Egg Harbor
• Montvale • Mt. Arlington
• Mt. Laurel

■ NEW YORK
• Albany • New Windsor
• Westchester

■ NEW MEXICO
• Albuquerque

■ MARYLAND
• Columbia

■ TEXAS
• College Station

■ FLORIDA
• Tampa • Orlando
• Miami • Jacksonville

■ PENNSYLVANIA
• Lehigh Valley • Exton
• Philadelphia • Pittsburgh

■ NORTH CAROLINA
• Charlotte • Raleigh

■ VIRGINIA
• Sterling • Norfolk

■ TENNESSEE
• Nashville

■ INDIANA
• Lafayette

■ COLORADO
• Denver

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

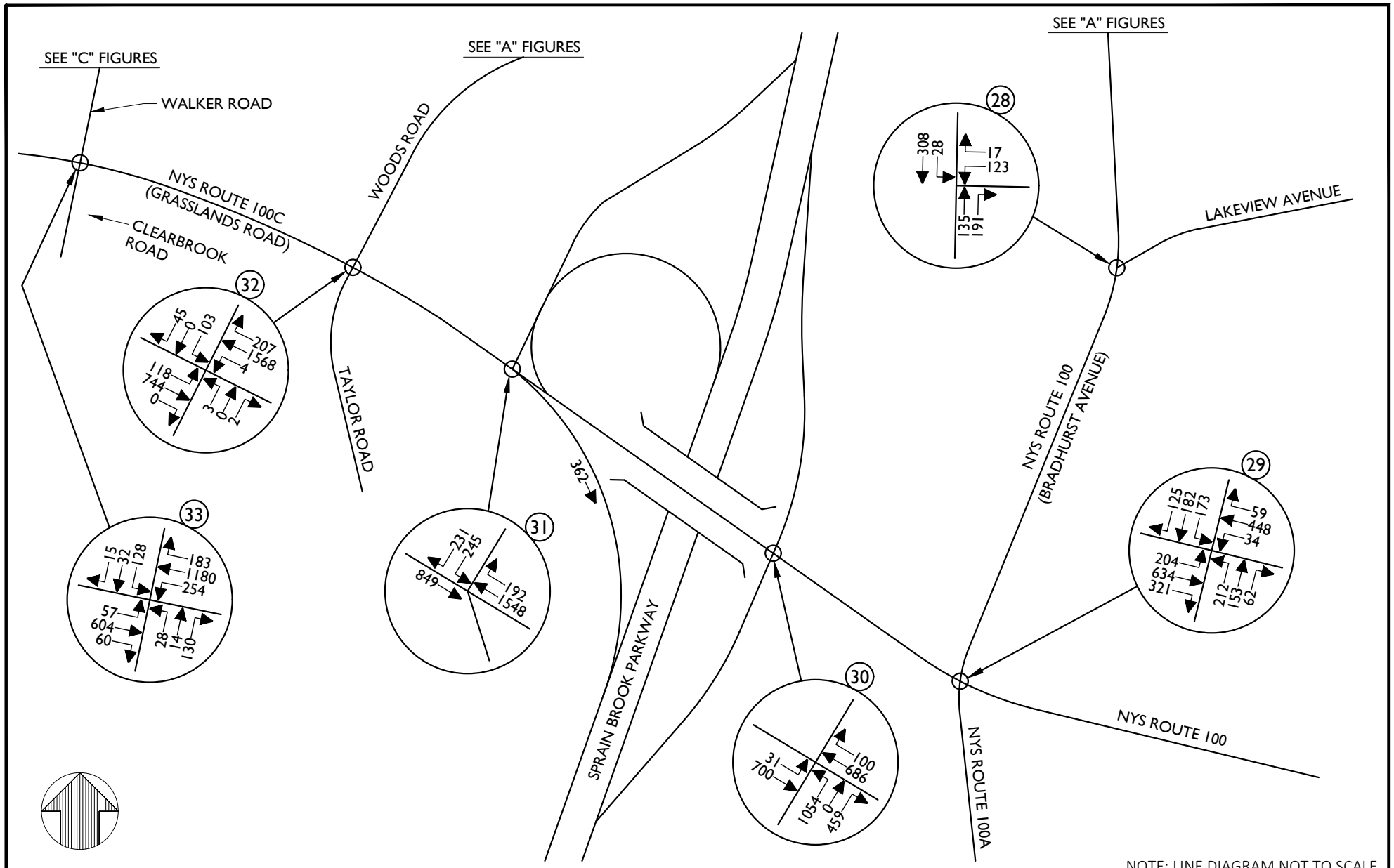
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
2039 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 32-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\32-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

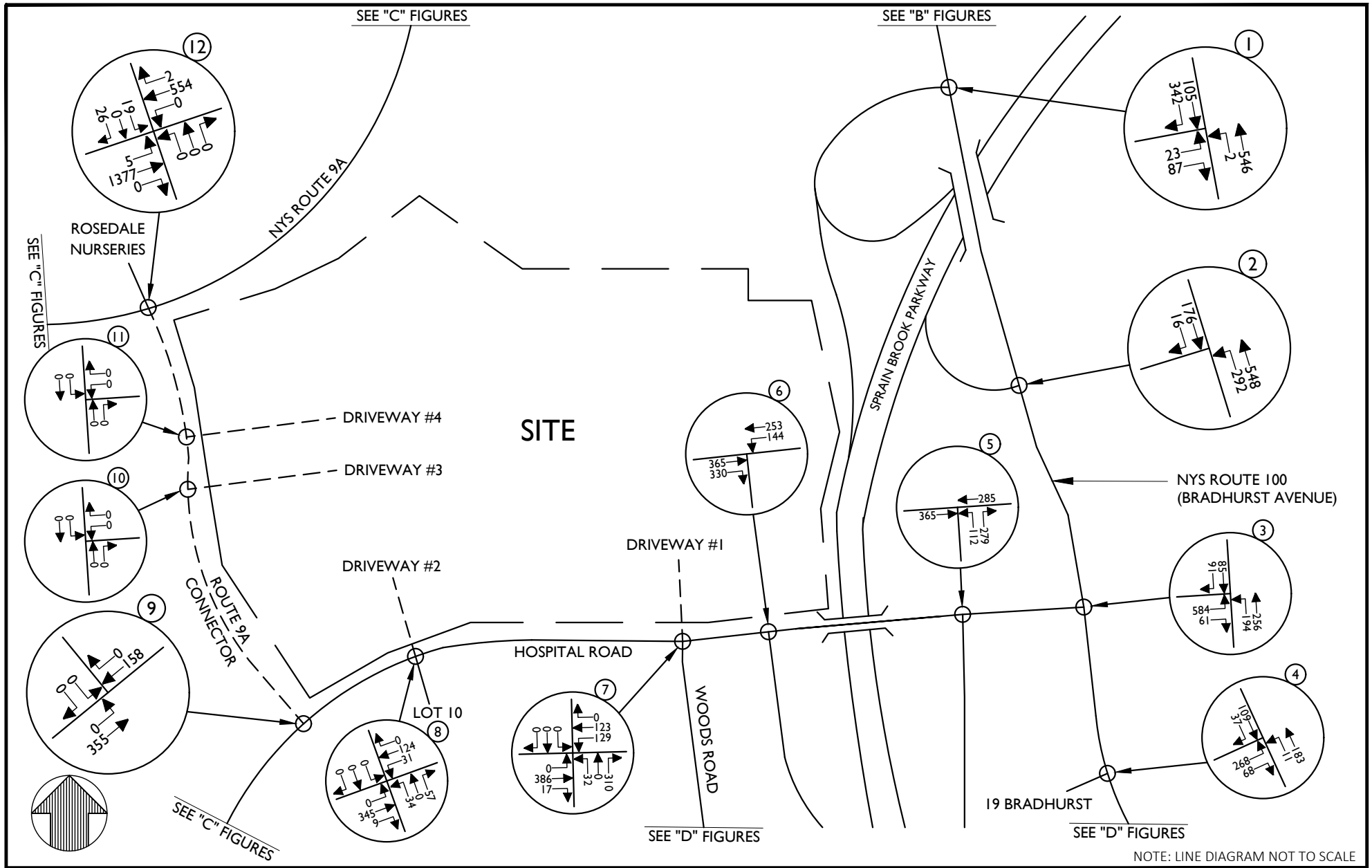
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
2039 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 32-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

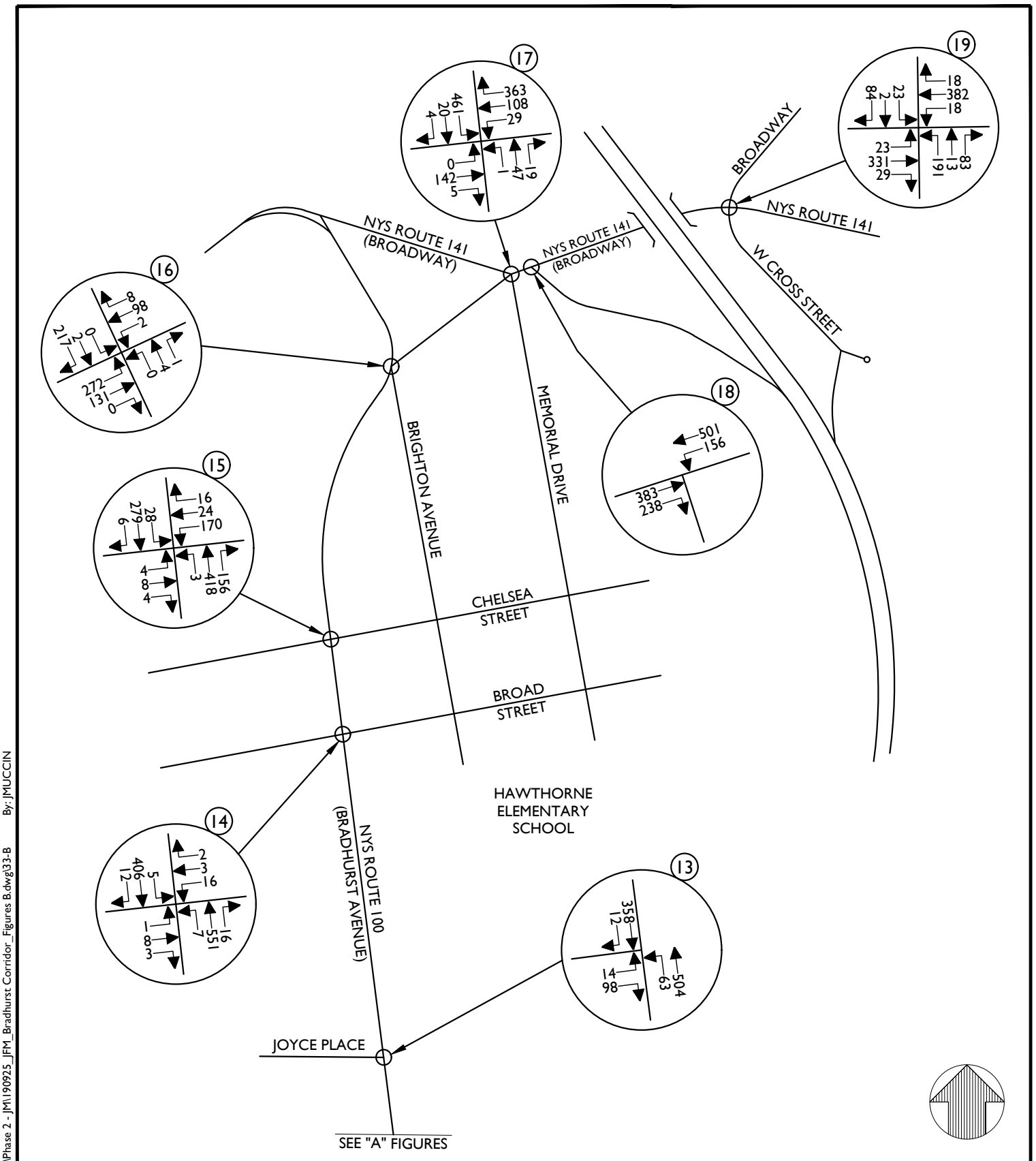
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
2039 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 33-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

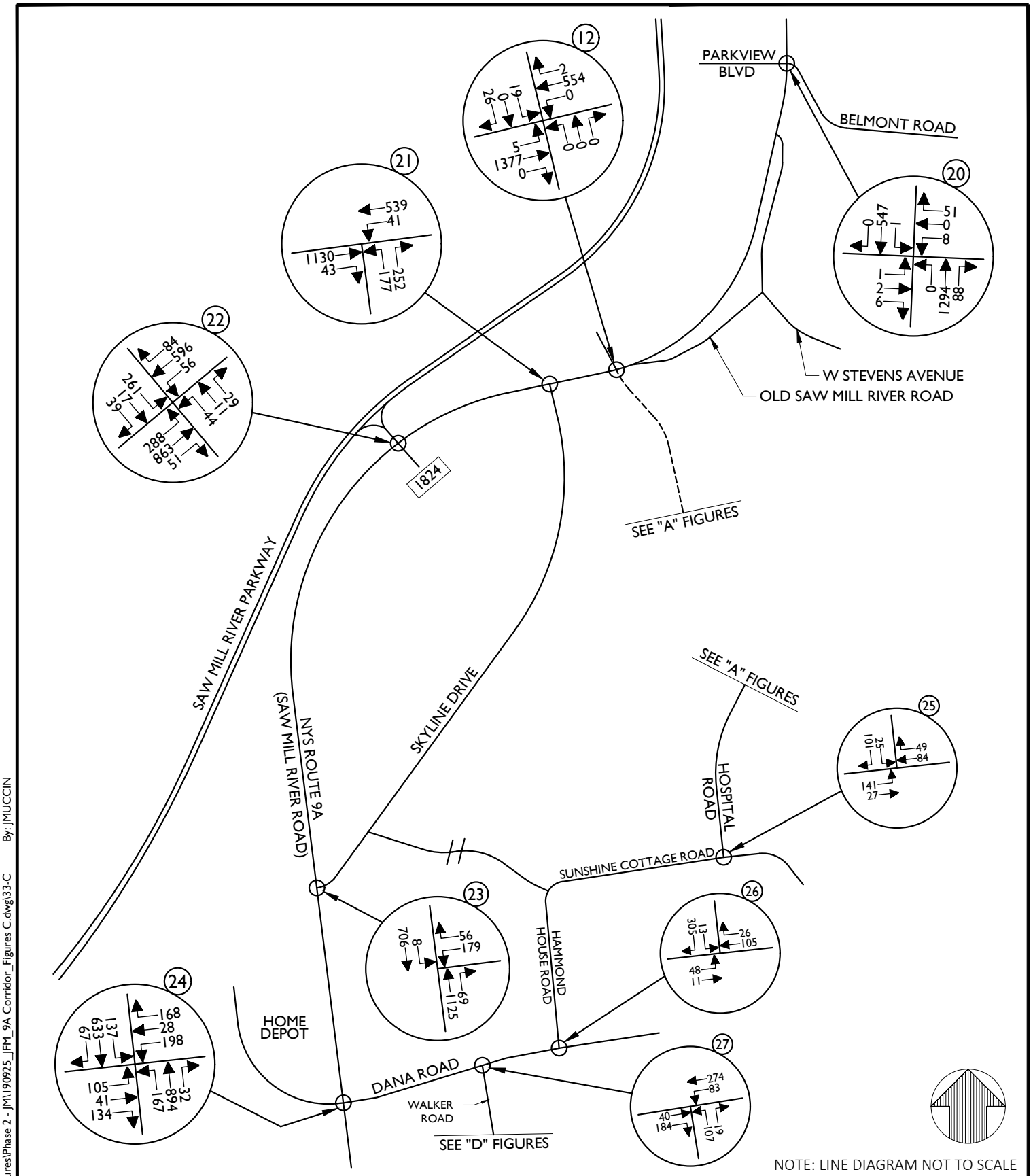
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
2039 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 33-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\33-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- NEW JERSEY: Red Bank, Hamilton, Montvale, Mt. Laurel, Clinton, Egg Harbor, Mt. Arlington
- NEW YORK: Albany, Westchester, New Windsor
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Miami, Orlando, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019, Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

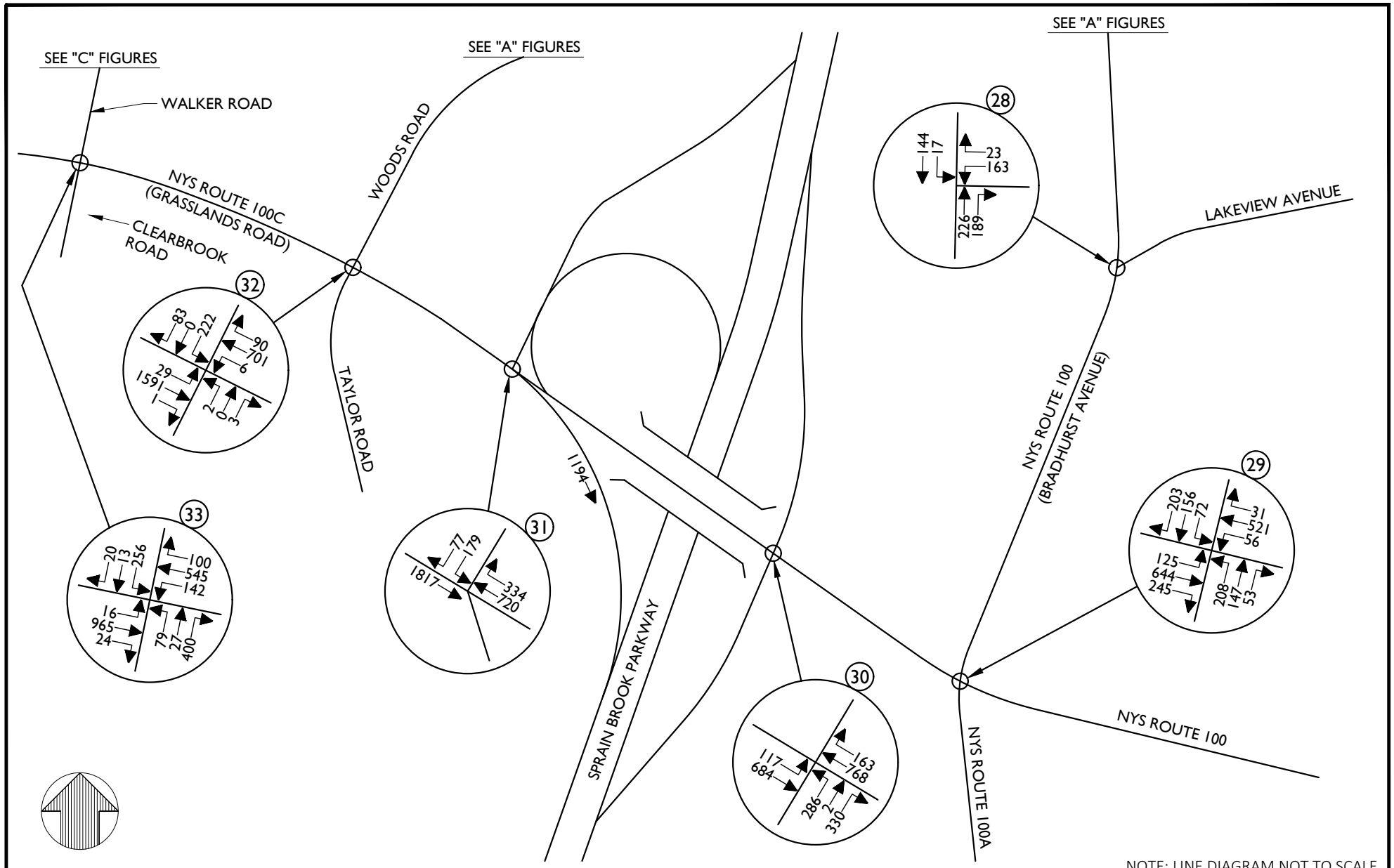
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
2039 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 33-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\33-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

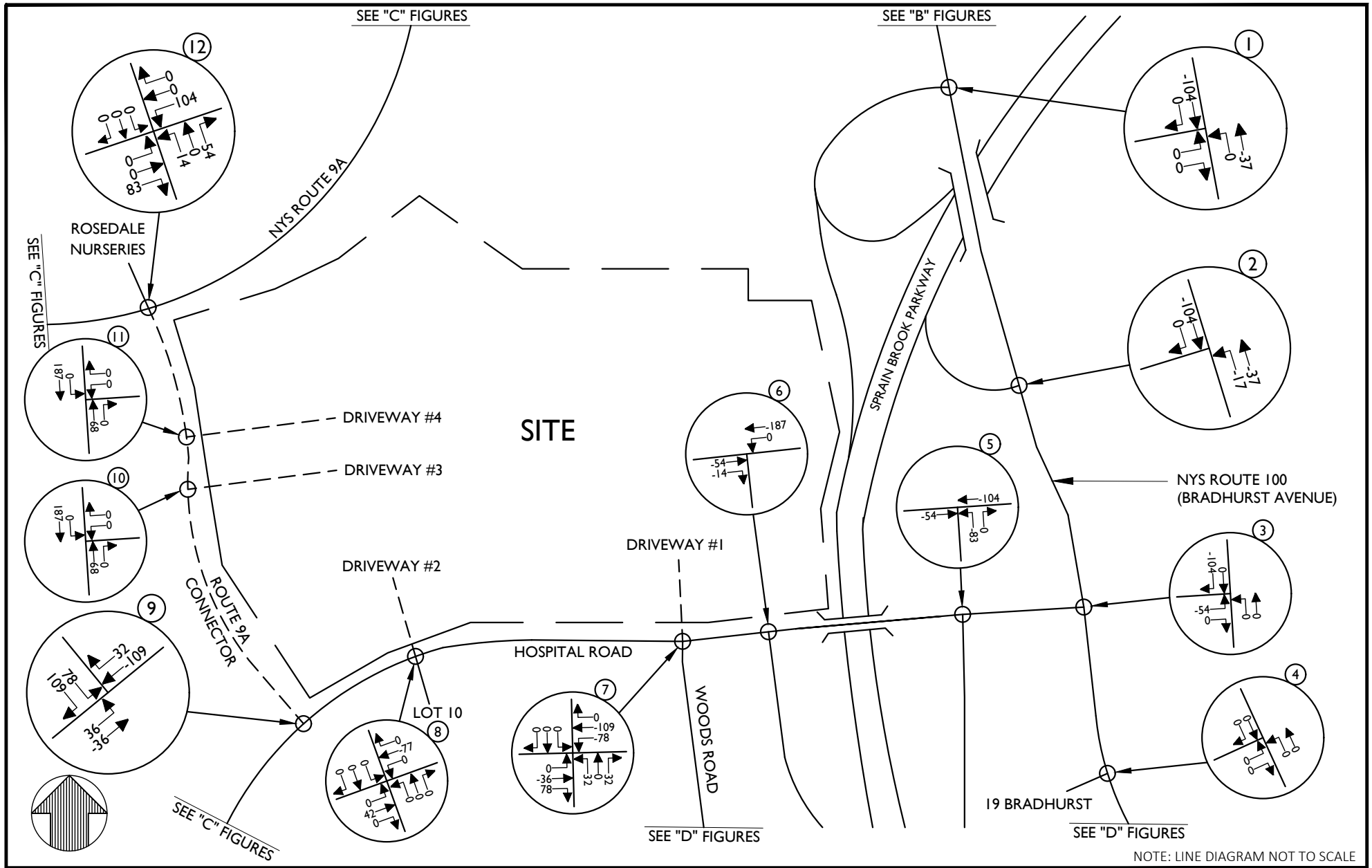
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_PM_100C CORRIDOR_FIGURES D

SHEET TITLE:
2039 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 33-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

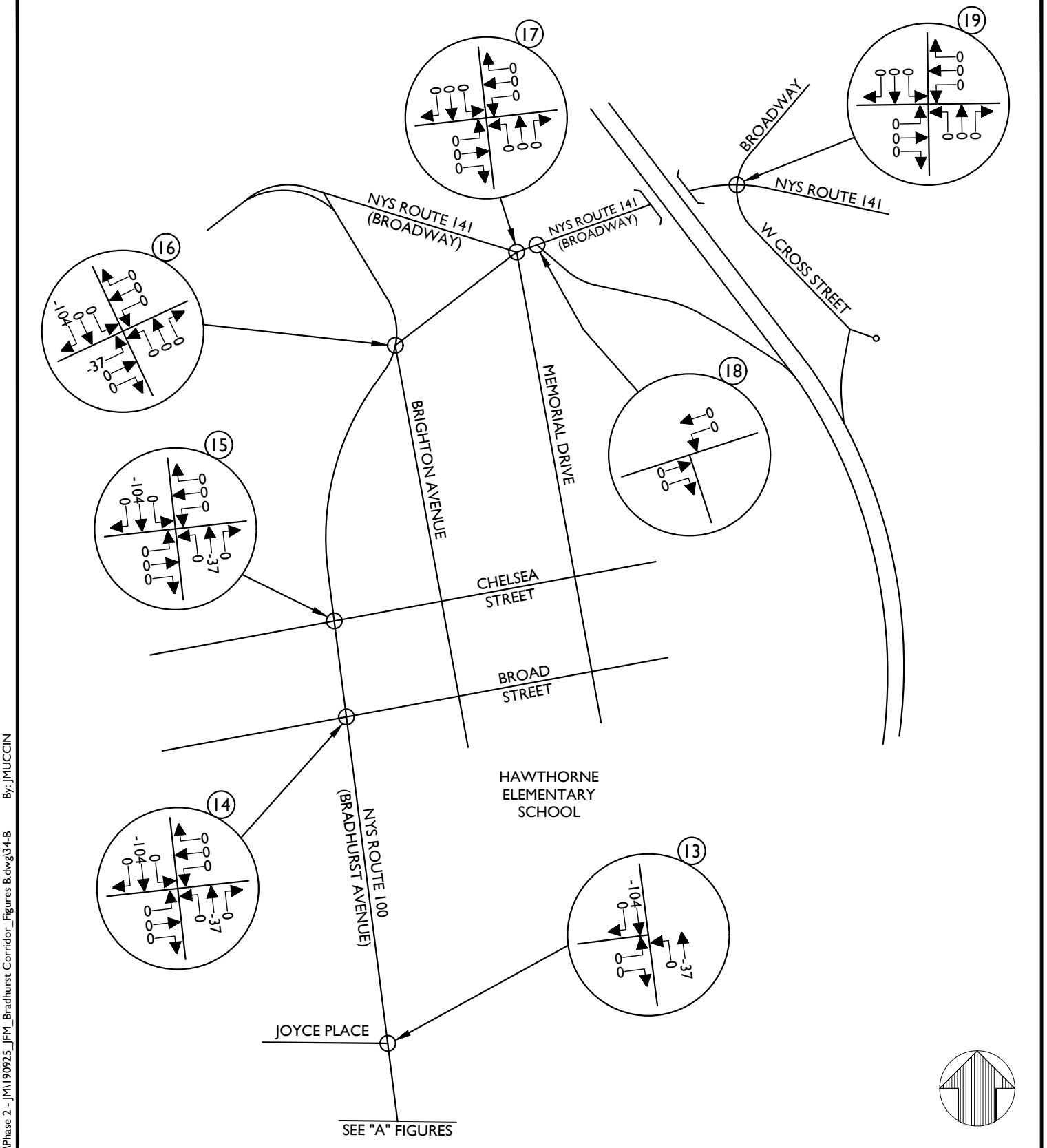
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
PROPOSED ROUTE 9A
CONNECTOR DIVERSIONS
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 34-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

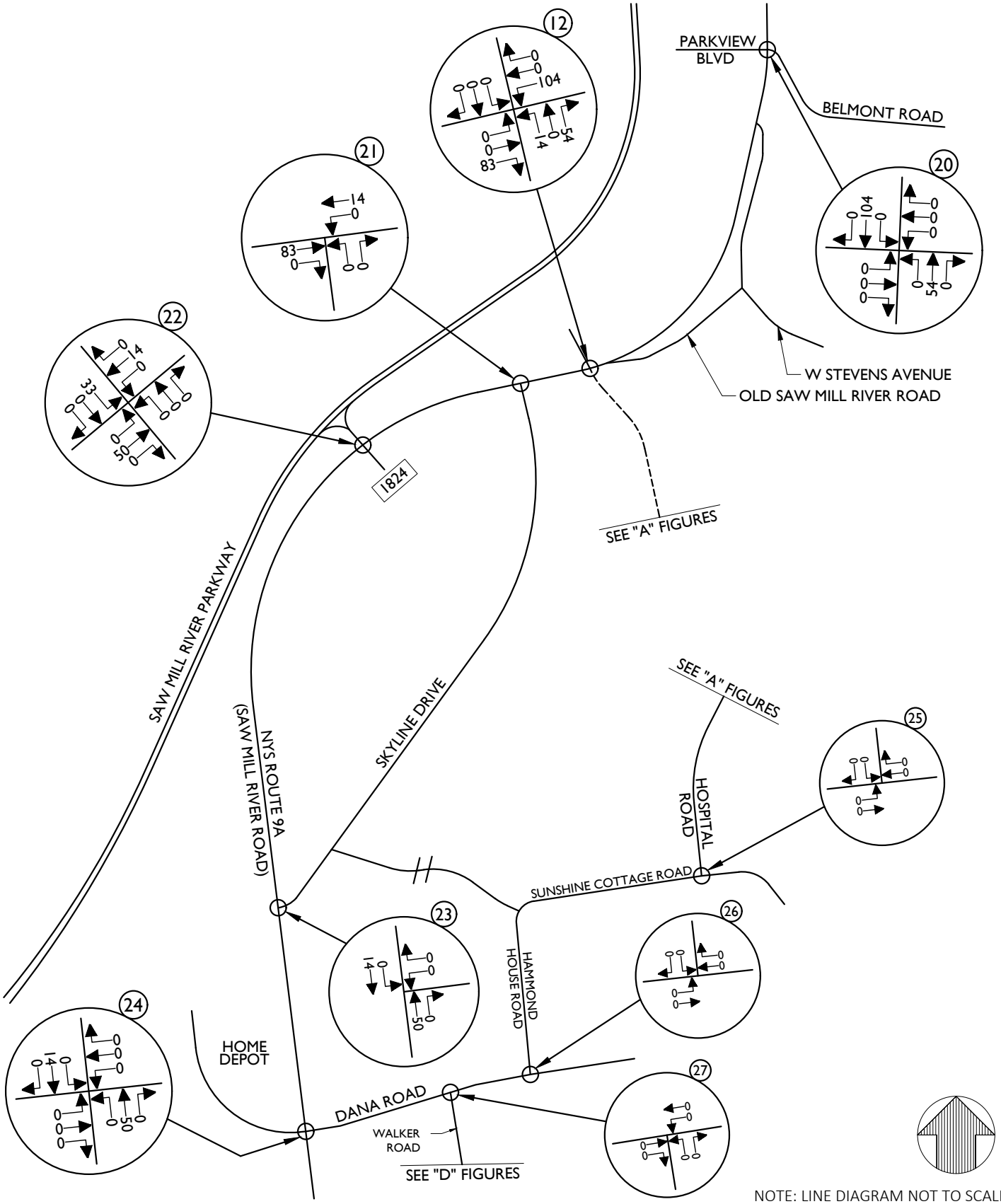
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
PROPOSED ROUTE 9A
CONNECTOR DIVERSIONS
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 34-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\34-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
■ NEW YORK • Albany • New Windsor • Westchester
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Orlando • Miami • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

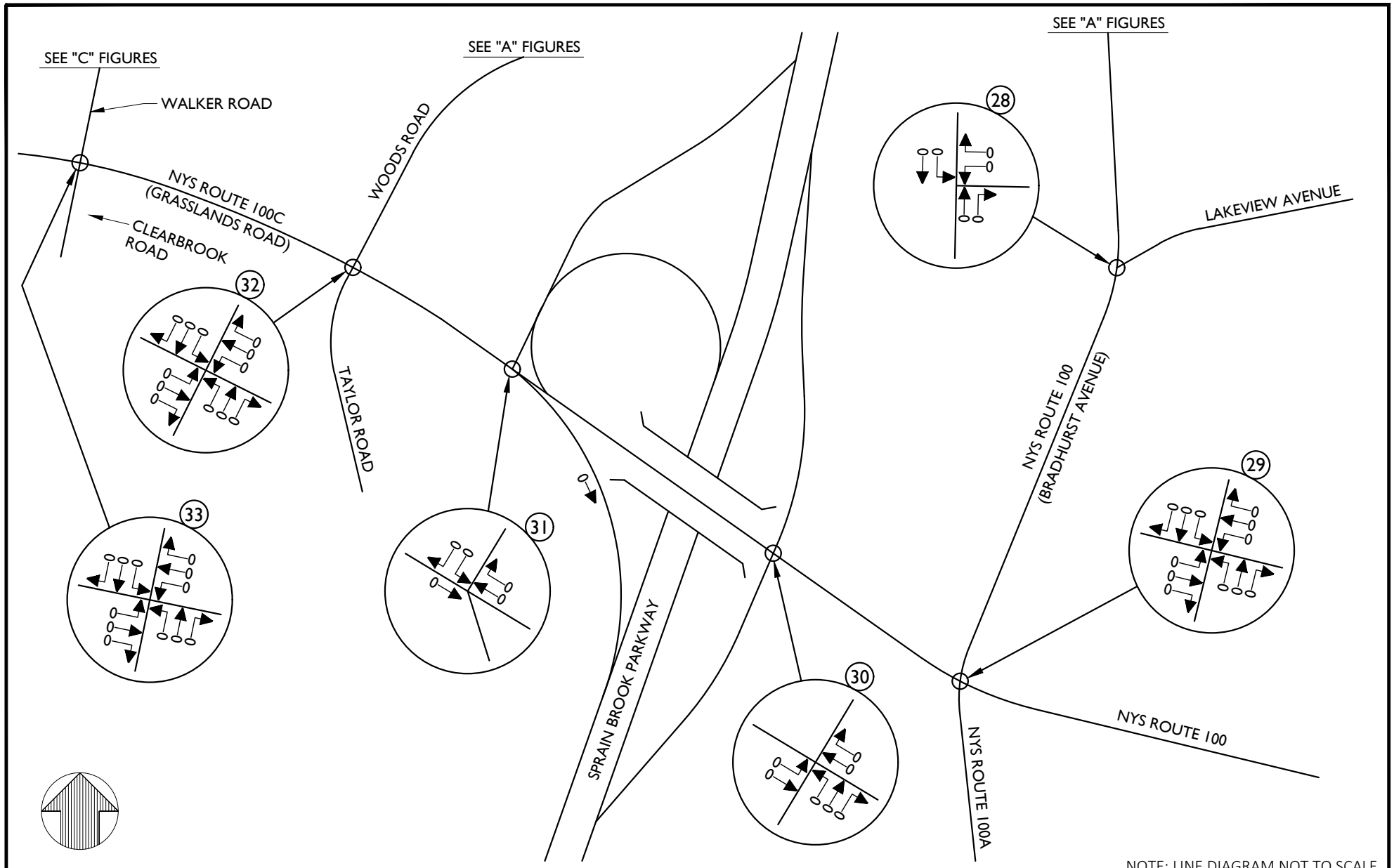
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
PROPOSED ROUTE 9A
CONNECTOR DIVERSIONS
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 34-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\34-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

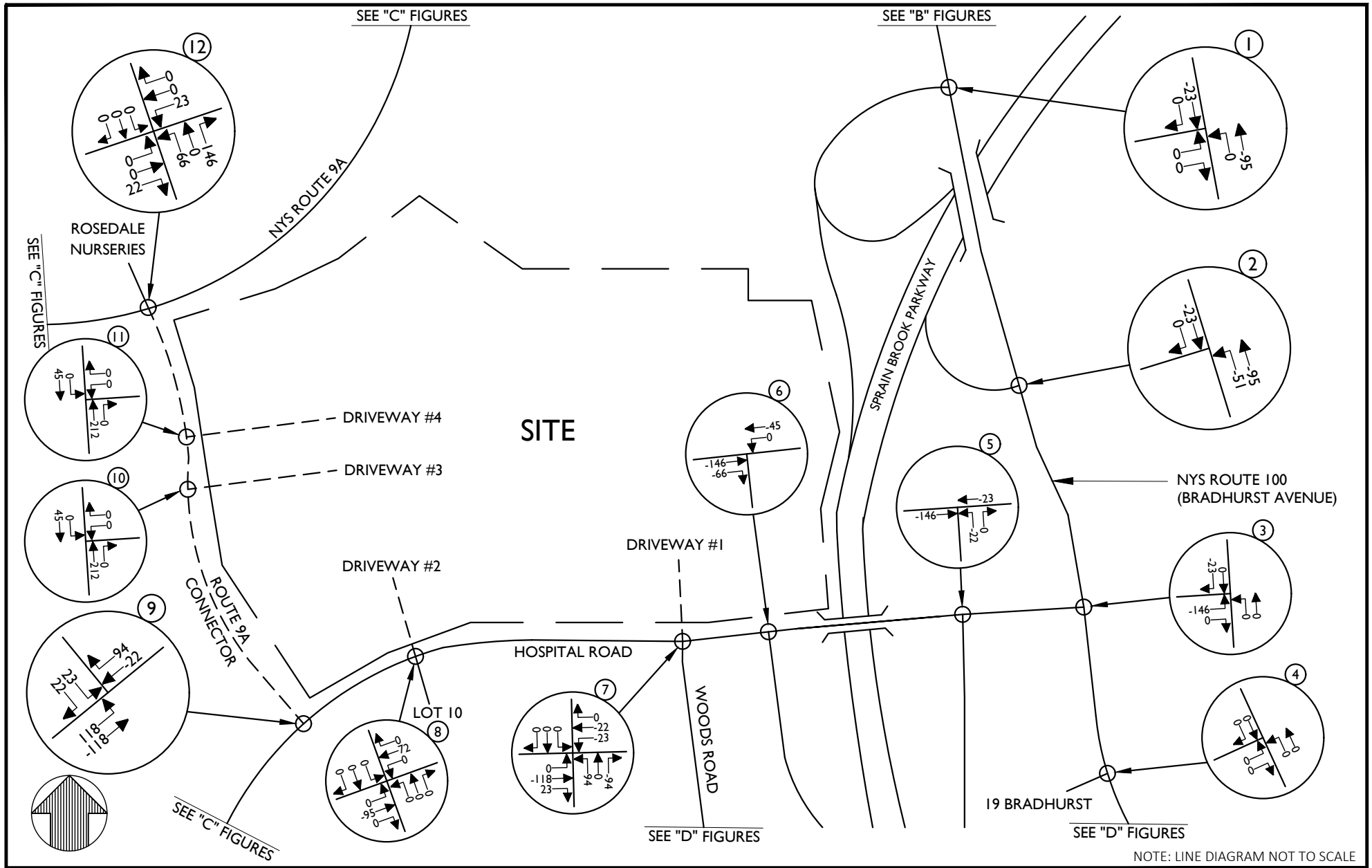
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 190925_PM_100C CORRIDOR_FIGURES D

SHEET TITLE:
PROPOSED ROUTE 9A
CONNECTOR DIVERSIONS
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 34-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

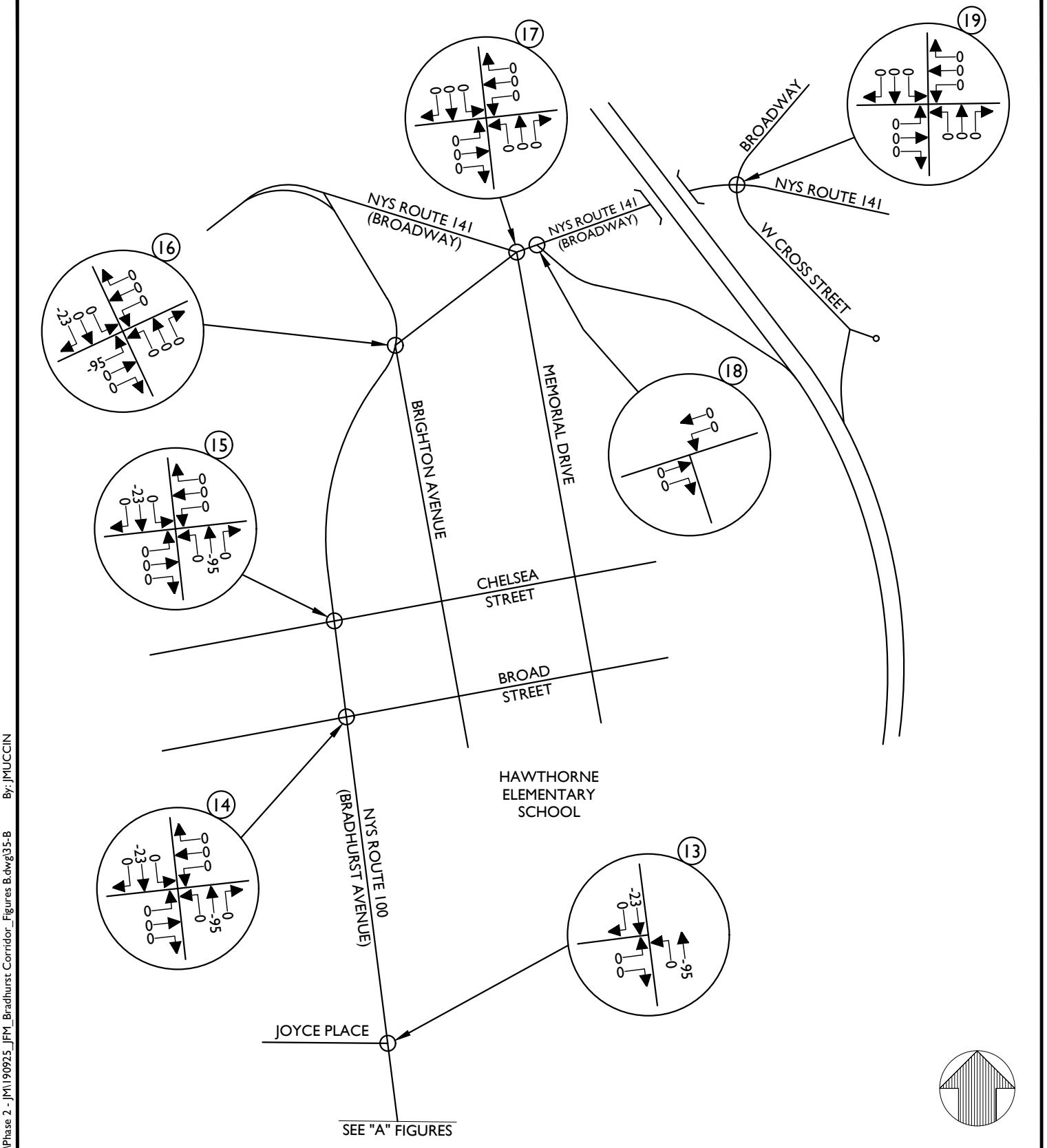
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
PROPOSED ROUTE 9A
CONNECTOR DIVERSIONS
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 35-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

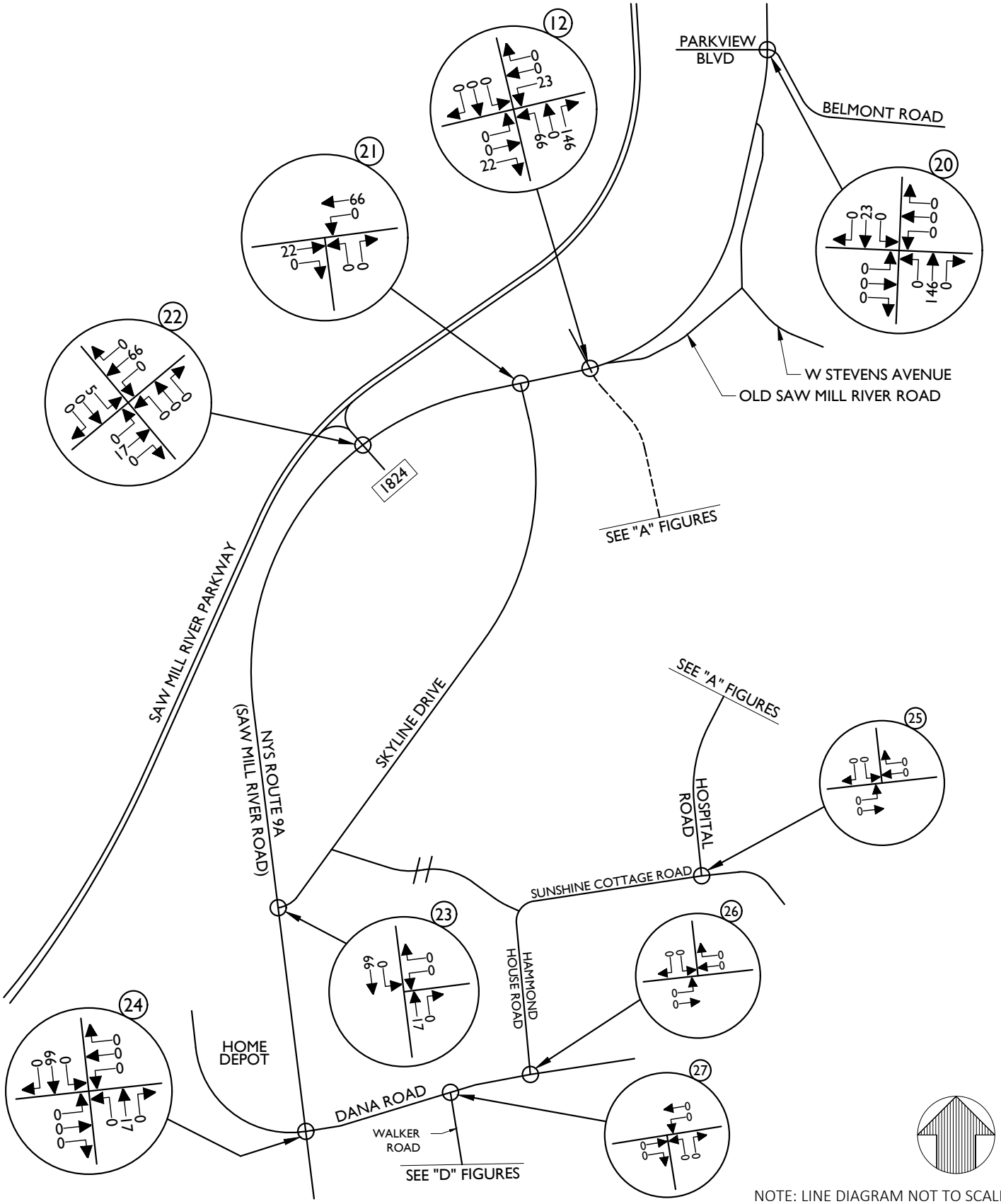
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
PROPOSED ROUTE 9A
CONNECTOR DIVERSIONS
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 35-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\35-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

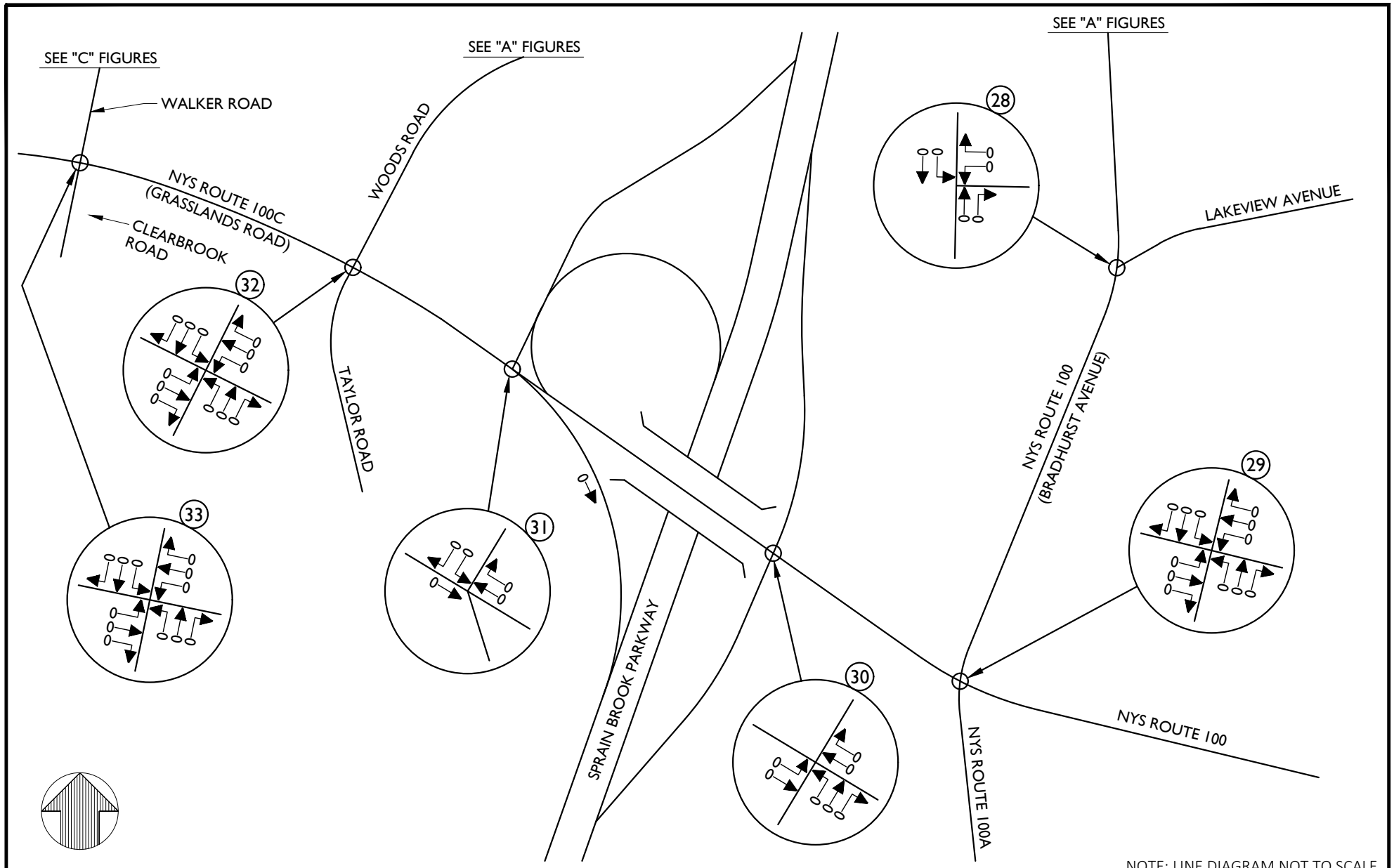
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
PROPOSED ROUTE 9A
CONNECTOR DIVERSIONS
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 35-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\35-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:

- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

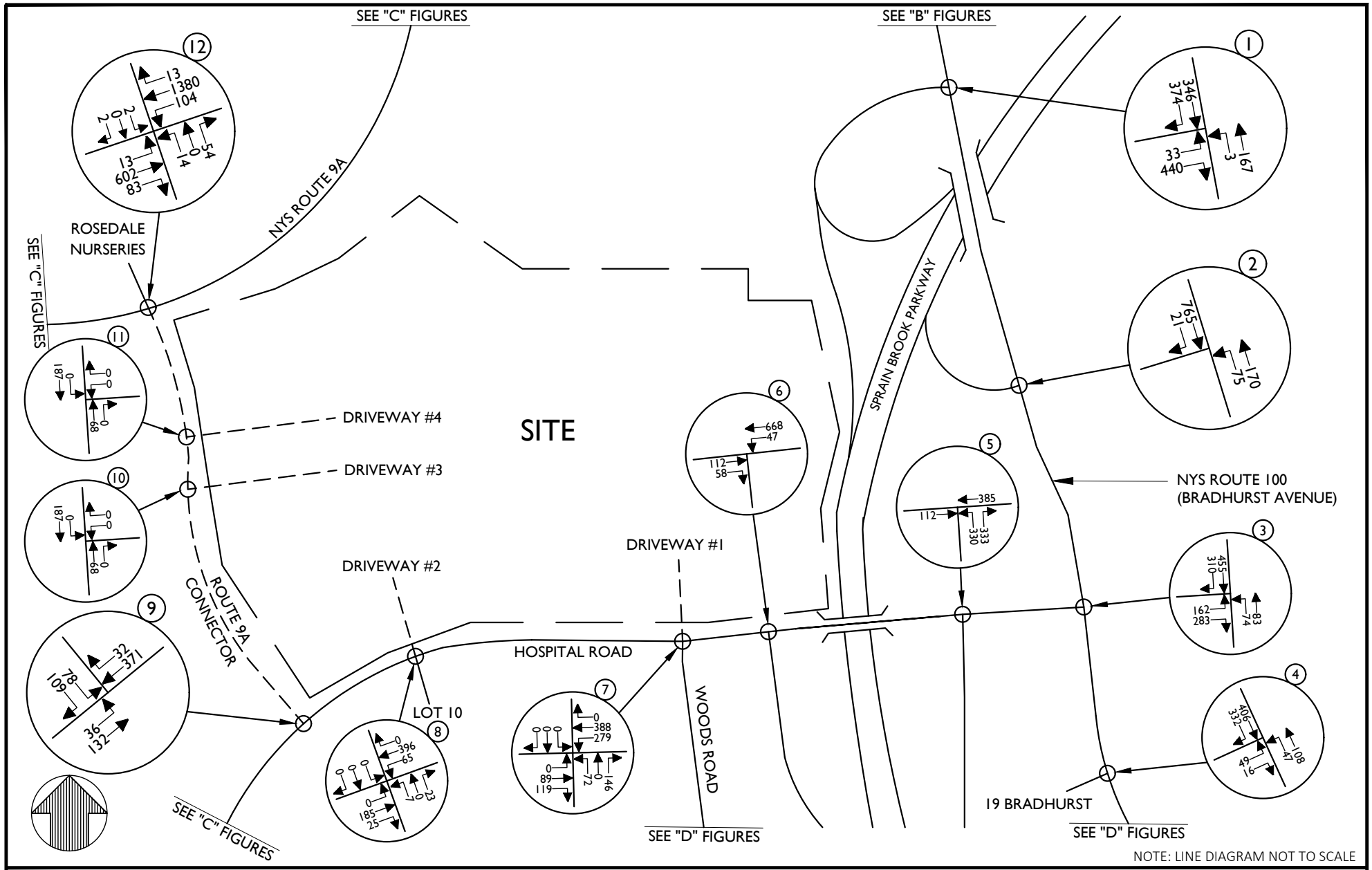
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 190925_PM_100C CORRIDOR_FIGURES D

SHEET TITLE:
PROPOSED ROUTE 9A CONNECTOR DIVERSIONS WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 35-D



MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

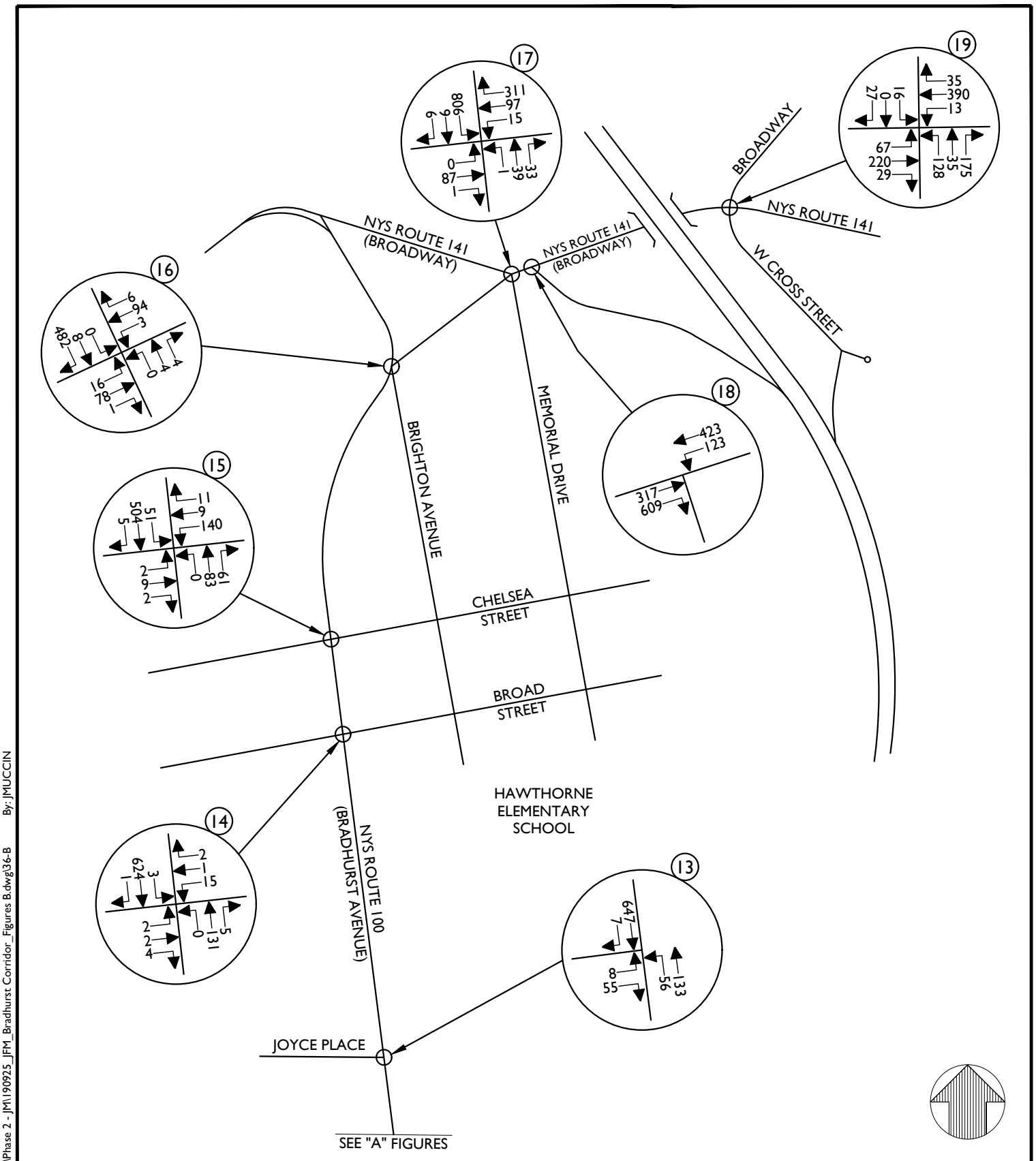
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
2039 NO-BUILD TRAFFIC VOLUMES W/PROPOSED ROUTE 9A CONNECTOR WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 36-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

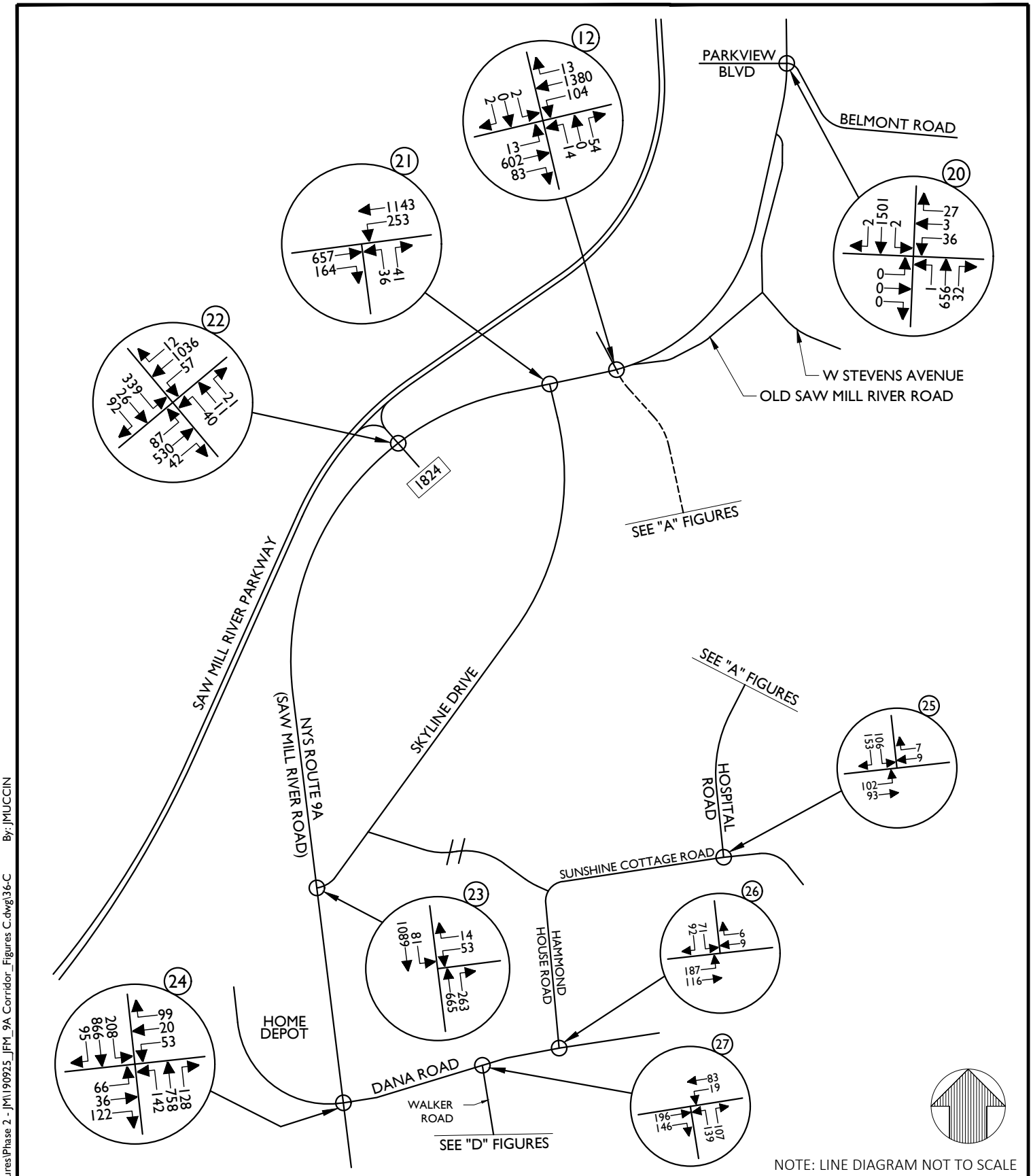
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
2039 NO-BUILD TRAFFIC VOLUMES
W/PROPOSED ROUTE 9A CONNECTOR
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 36-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\36-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

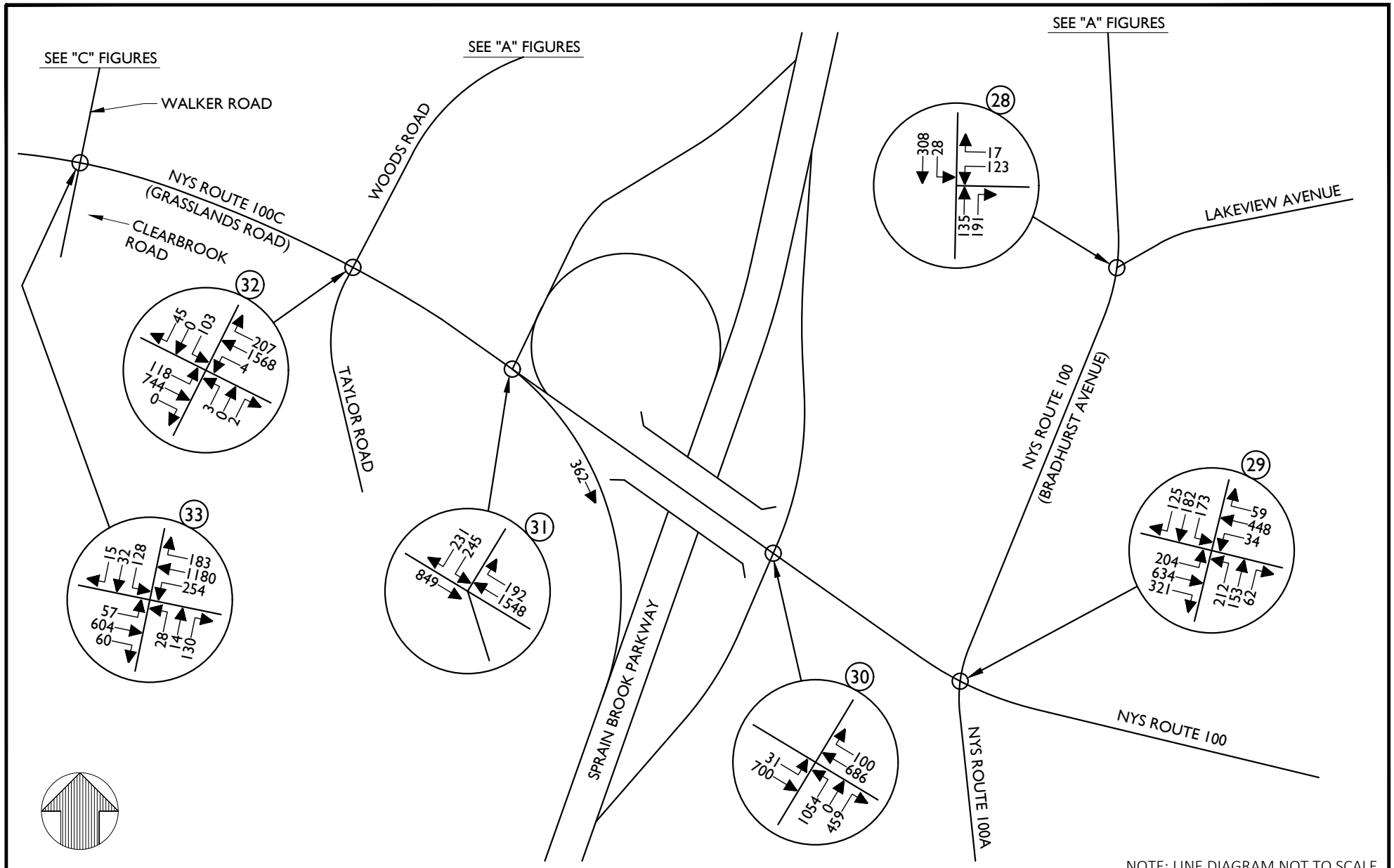
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
2039 NO-BUILD TRAFFIC VOLUMES W/PROPOSED ROUTE 9A CONNECTOR WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 36-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\36-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

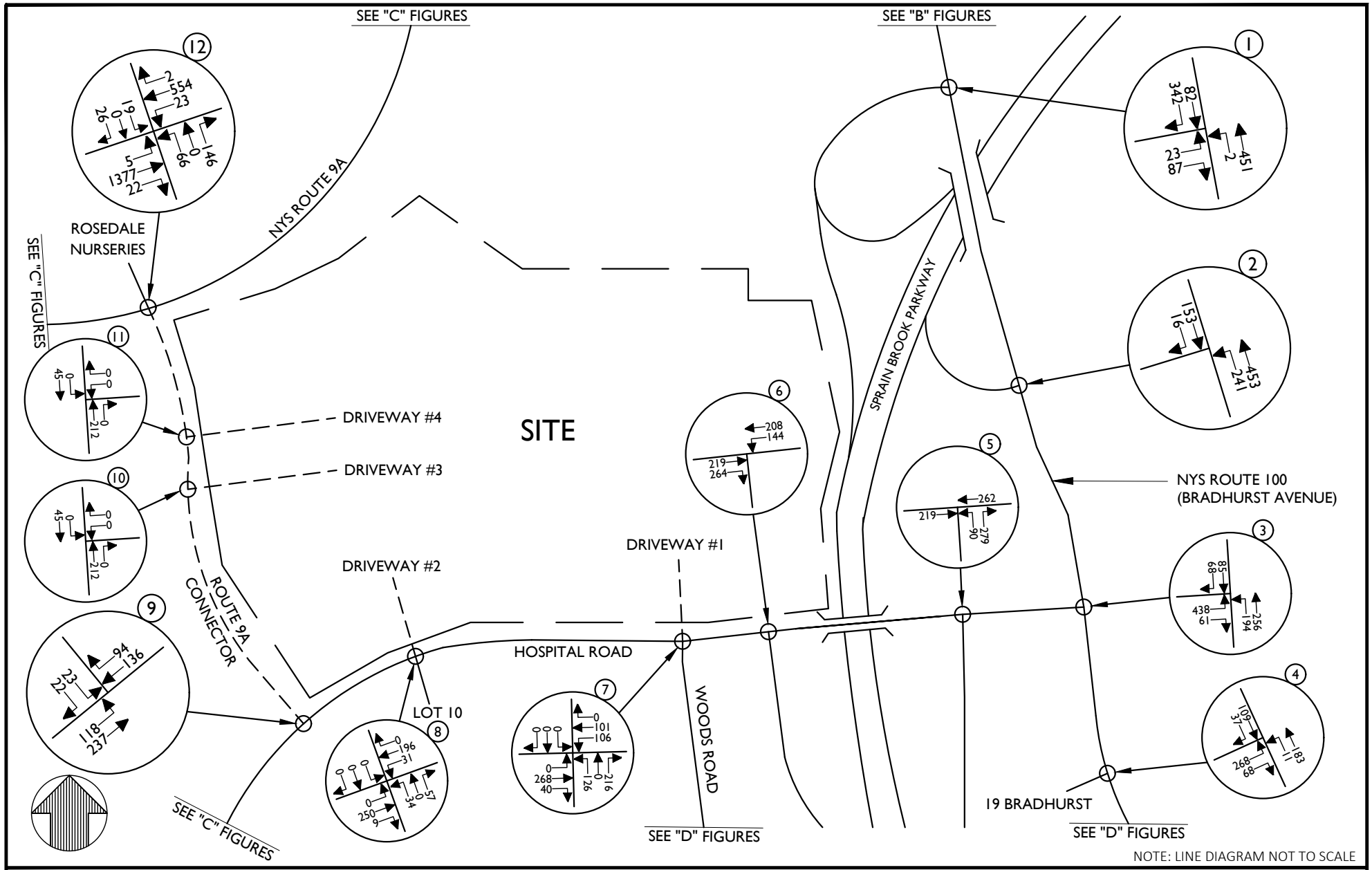
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
2039 NO-BUILD TRAFFIC VOLUMES W/PROPOSED ROUTE 9A CONNECTOR WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 36-D



MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

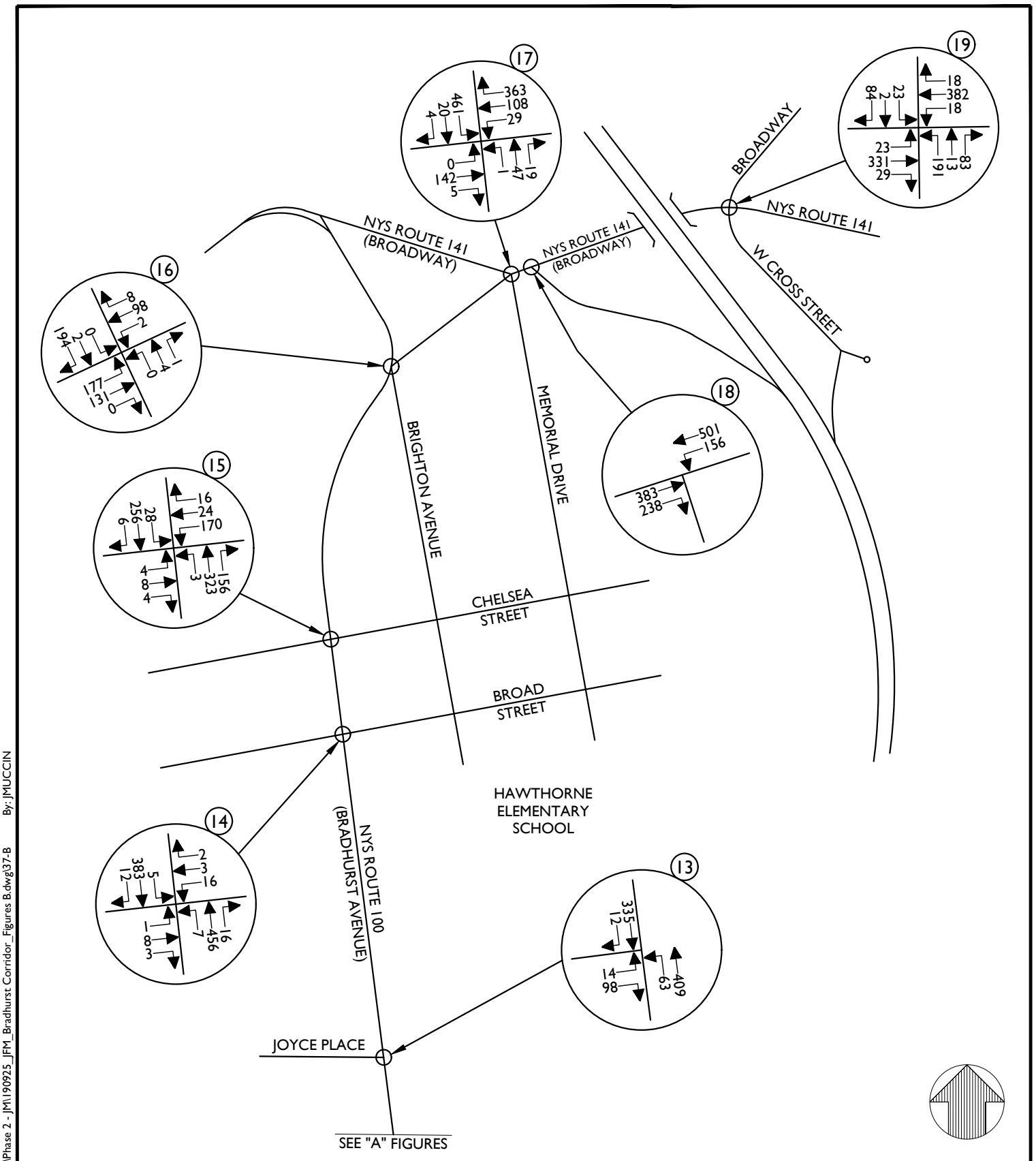
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
2039 NO-BUILD TRAFFIC VOLUMES W/PROPOSED ROUTE 9A CONNECTOR WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 37-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

■ NEW JERSEY
• Red Bank • Clinton
• Hamilton • Egg Harbor
• Montvale • Mt. Arlington
• Mt. Laurel

■ NEW YORK
• Albany • New Windsor
• Westchester

■ NEW MEXICO
• Albuquerque

■ MARYLAND
• Columbia

■ TEXAS
• College Station

■ FLORIDA
• Tampa • Orlando
• Miami • Jacksonville

■ PENNSYLVANIA
• Lehigh Valley • Exton
• Philadelphia • Pittsburgh

■ NORTH CAROLINA
• Charlotte • Raleigh

■ VIRGINIA
• Sterling • Norfolk

■ TENNESSEE
• Nashville

■ INDIANA
• Lafayette

■ COLORADO
• Denver

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** **Call** before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

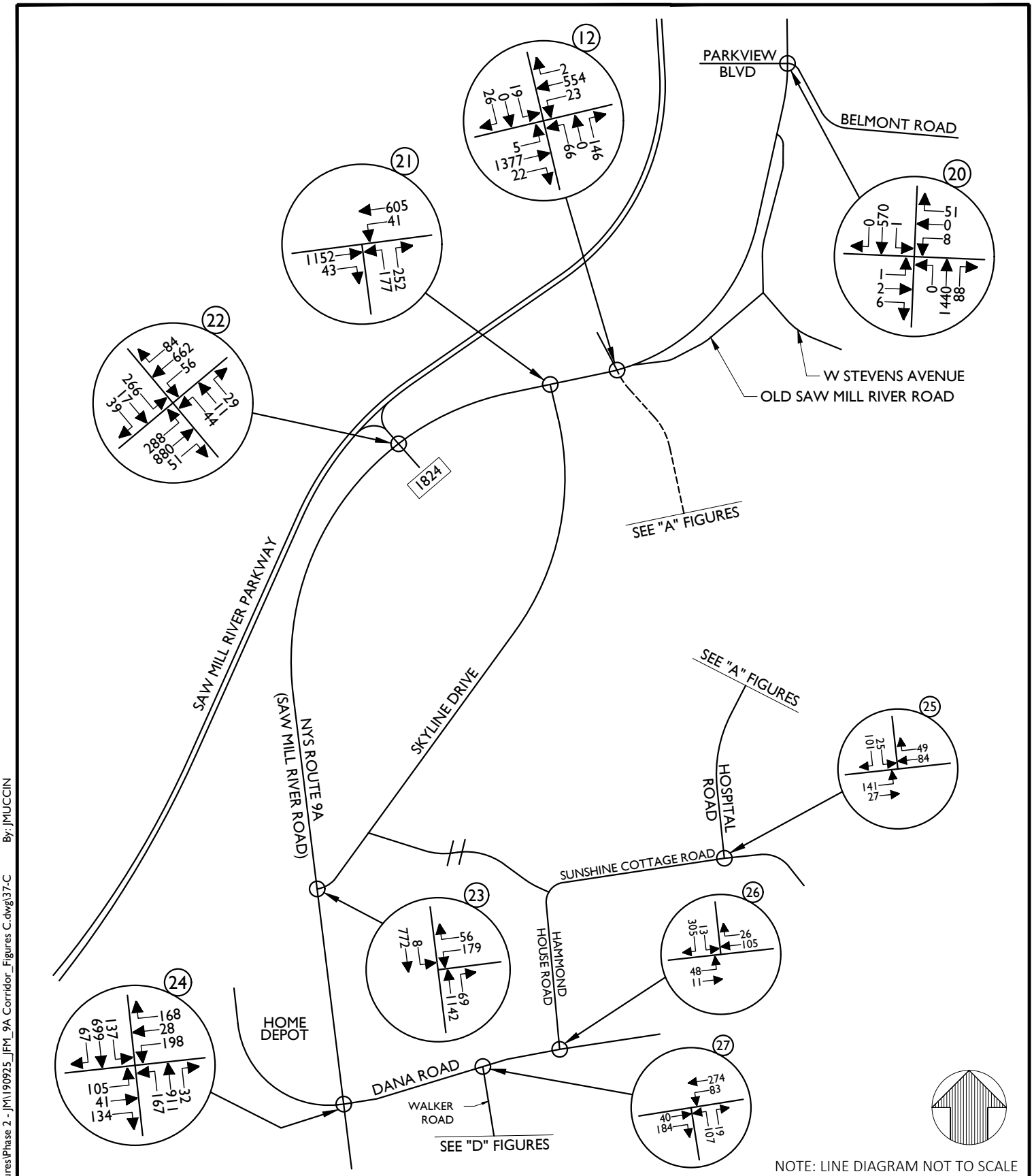
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
2039 NO-BUILD TRAFFIC VOLUMES
W/PROPOSED ROUTE 9A CONNECTOR
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 37-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\37-B By: JMUCCIN



MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

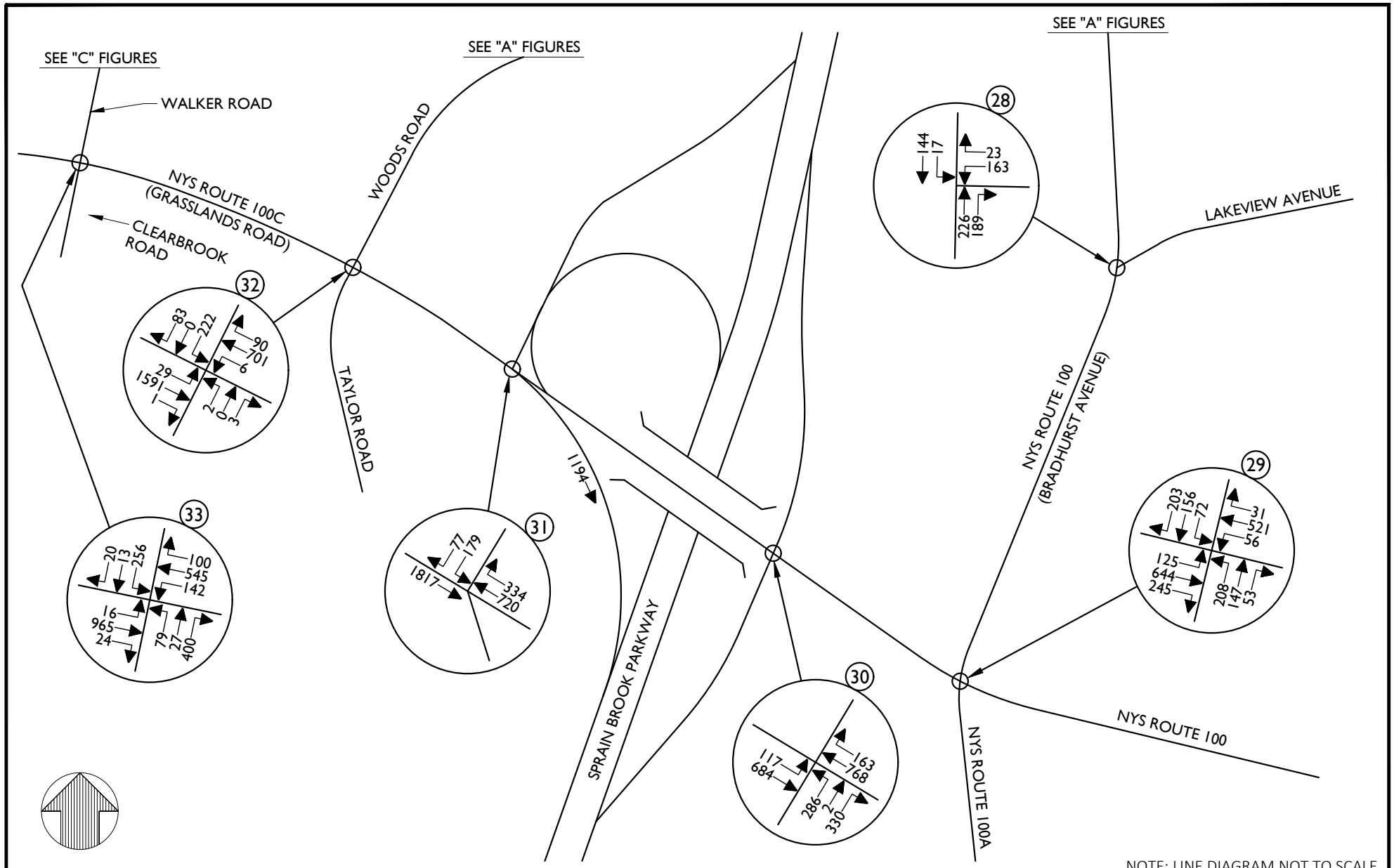
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
2039 NO-BUILD TRAFFIC VOLUMES W/PROPOSED ROUTE 9A CONNECTOR WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 37-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\37-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

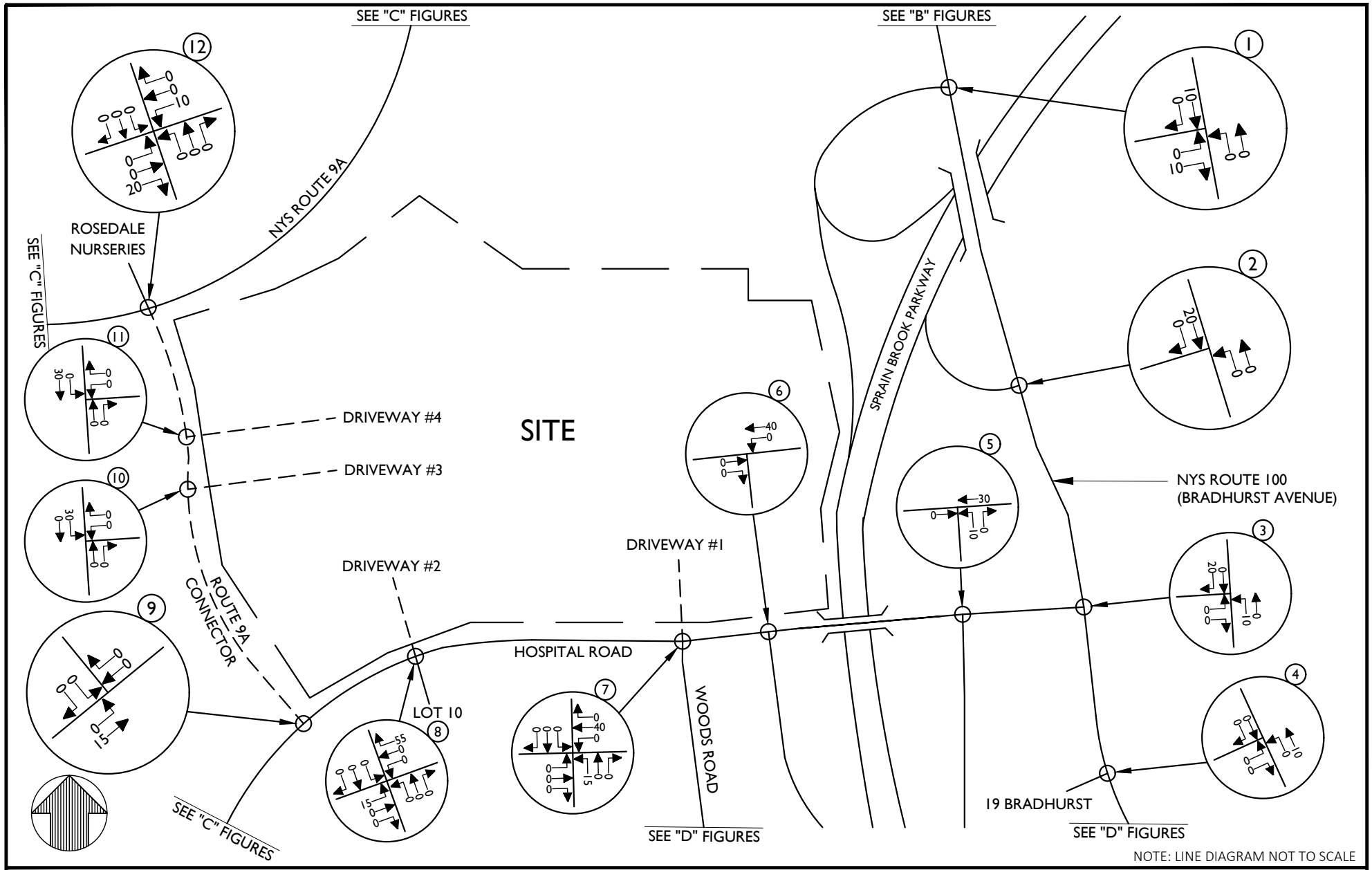
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
2039 NO-BUILD TRAFFIC VOLUMES W/PROPOSED ROUTE 9A CONNECTOR WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 37-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

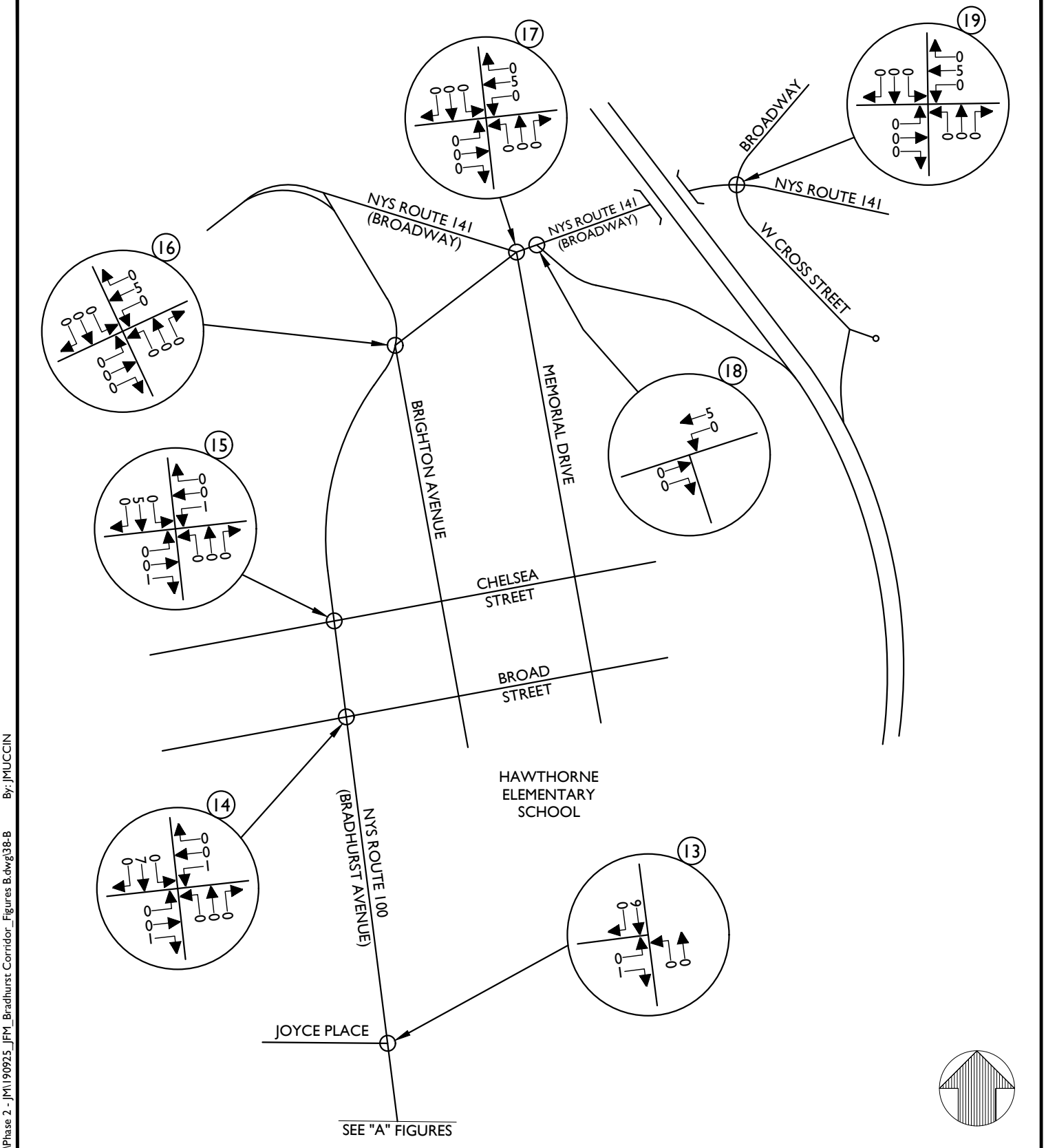
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
PHASE 2
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 38-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

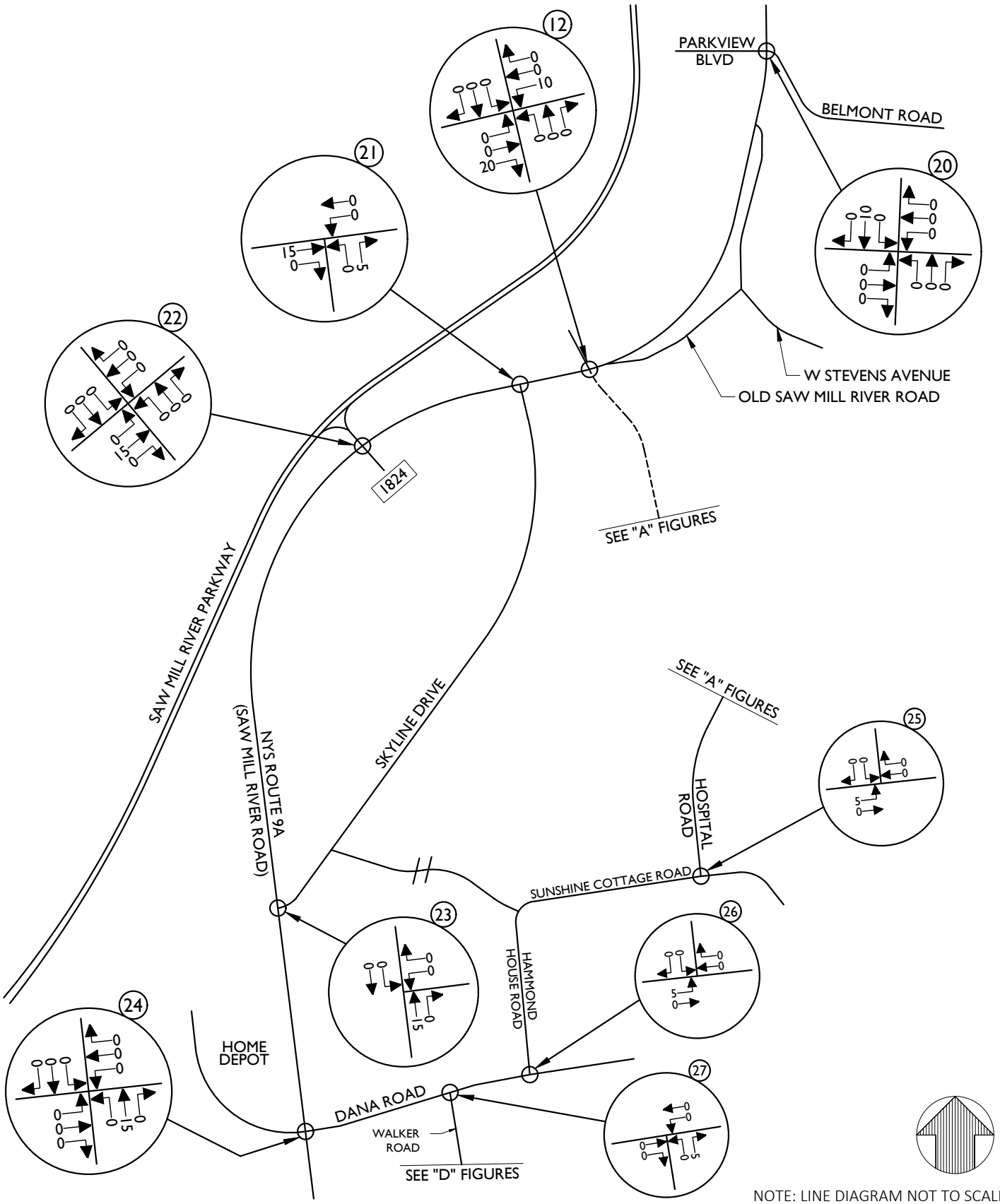
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
PHASE 2
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 38-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\38-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019, Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** **Call** before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

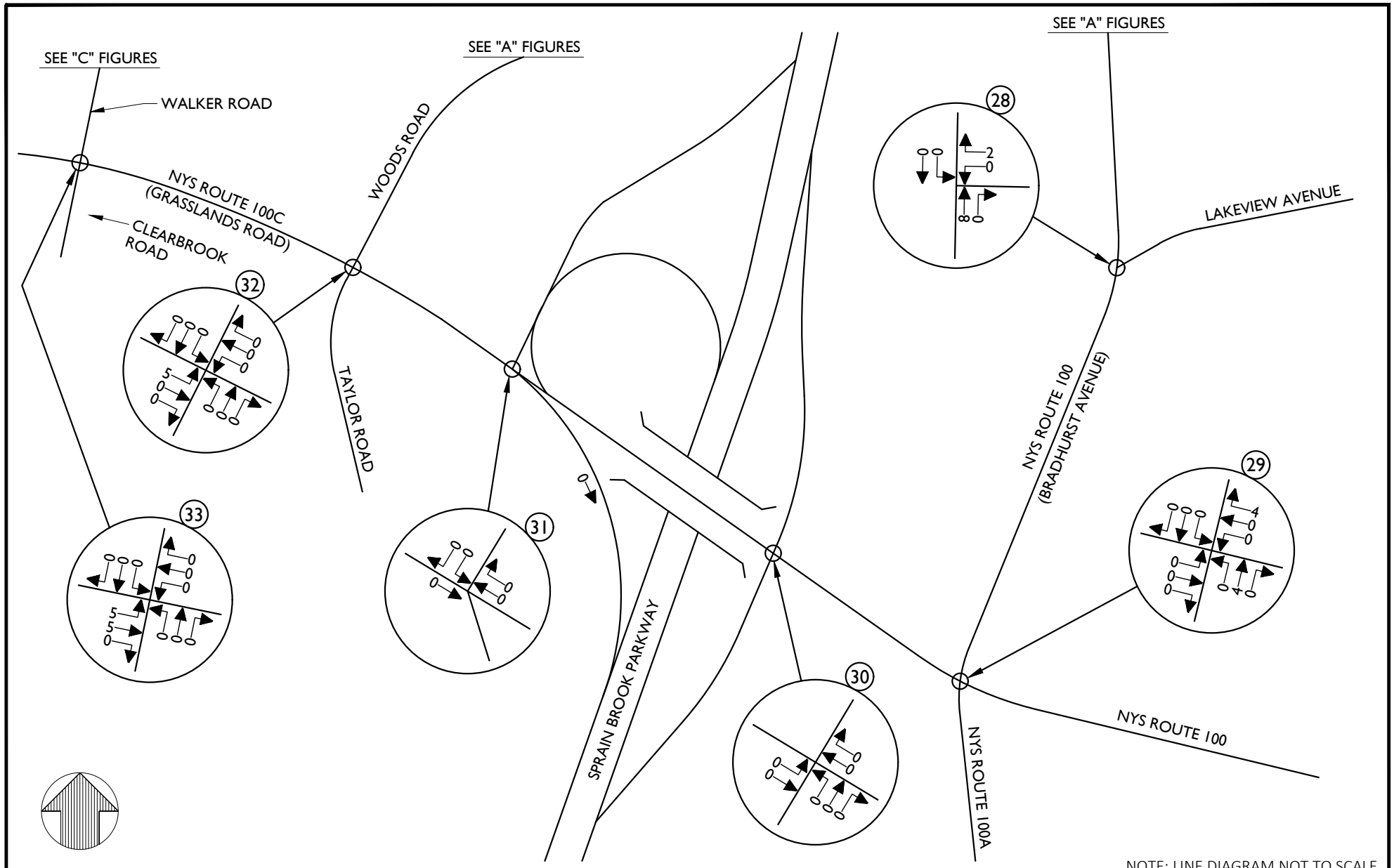
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
PHASE 2
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 38-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\38-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

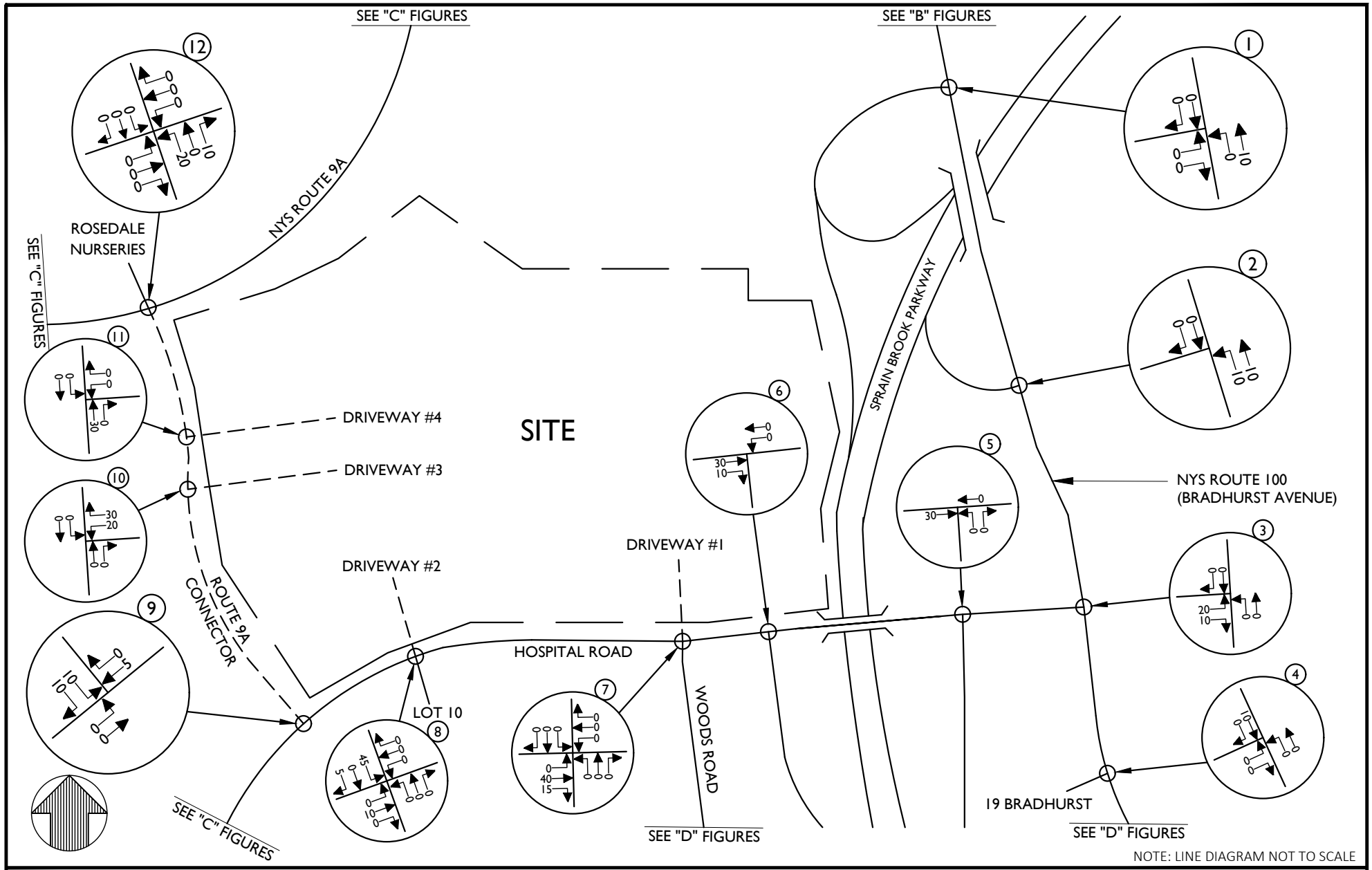
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
PHASE 2
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 38-D



MASER CONSULTING P.A.
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

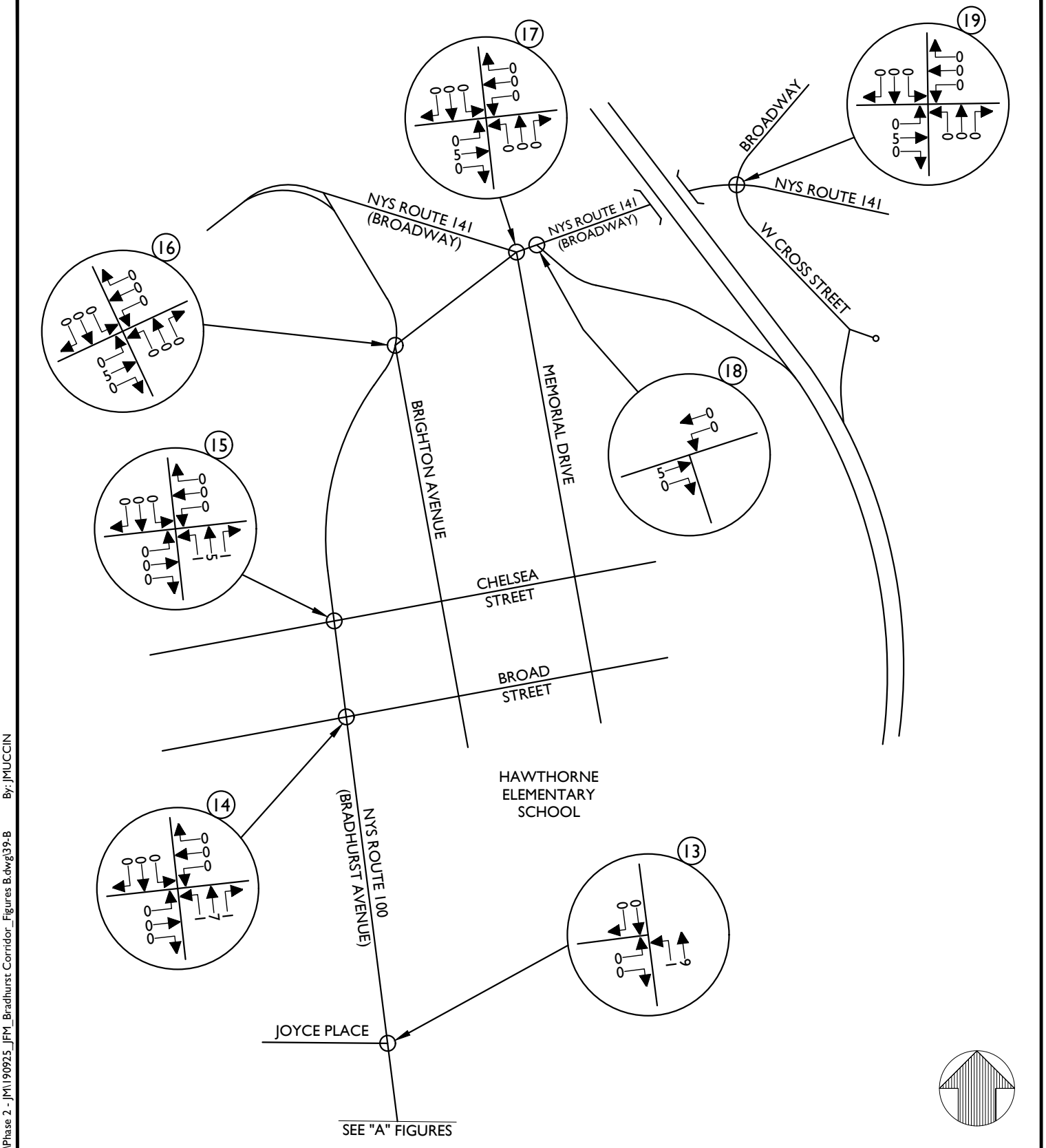
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
PHASE 2
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 39-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
■ NEW YORK • Albany • New Windsor • Westchester
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Orlando • Miami • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

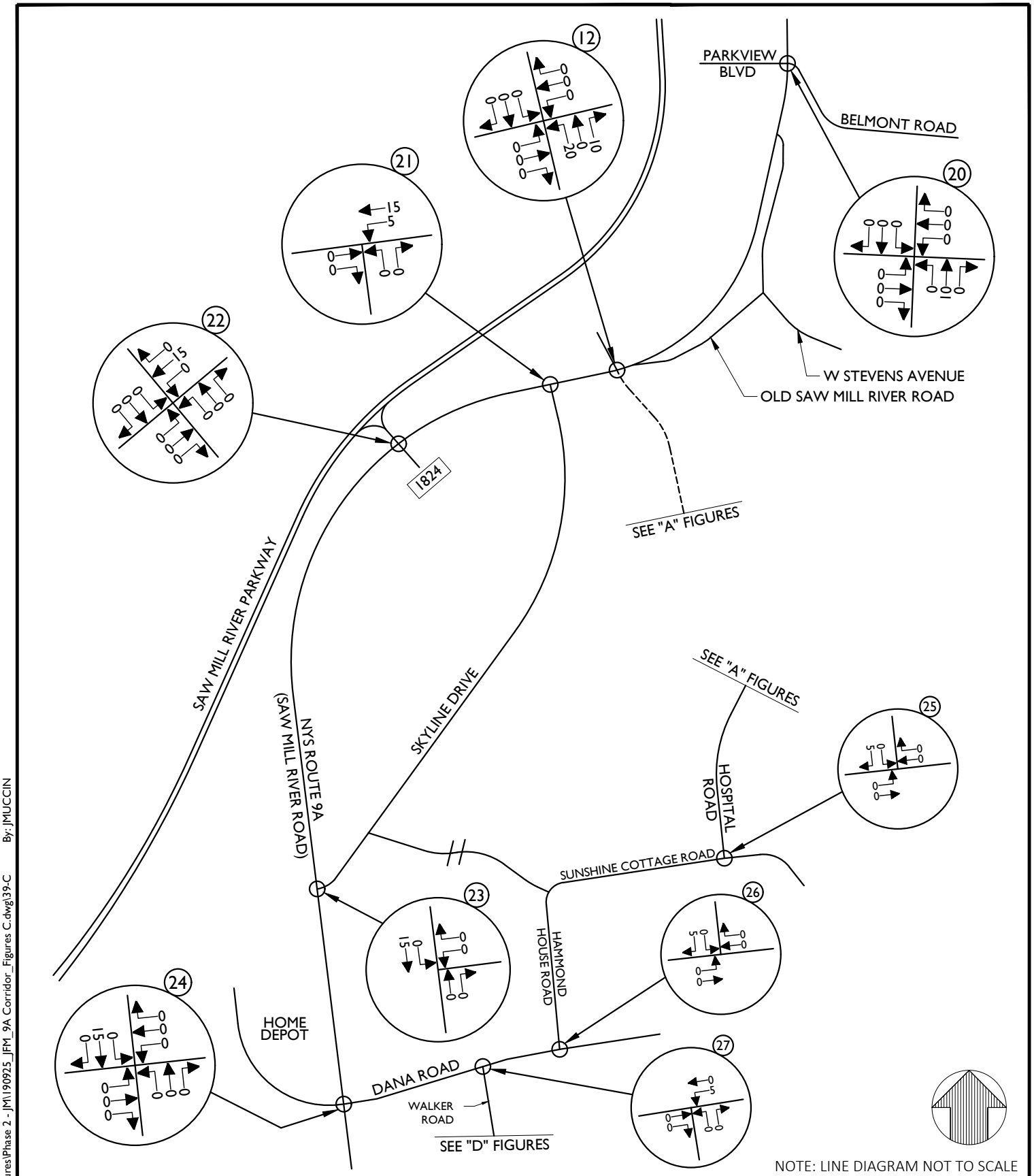
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
PHASE 2
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 39-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\39-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

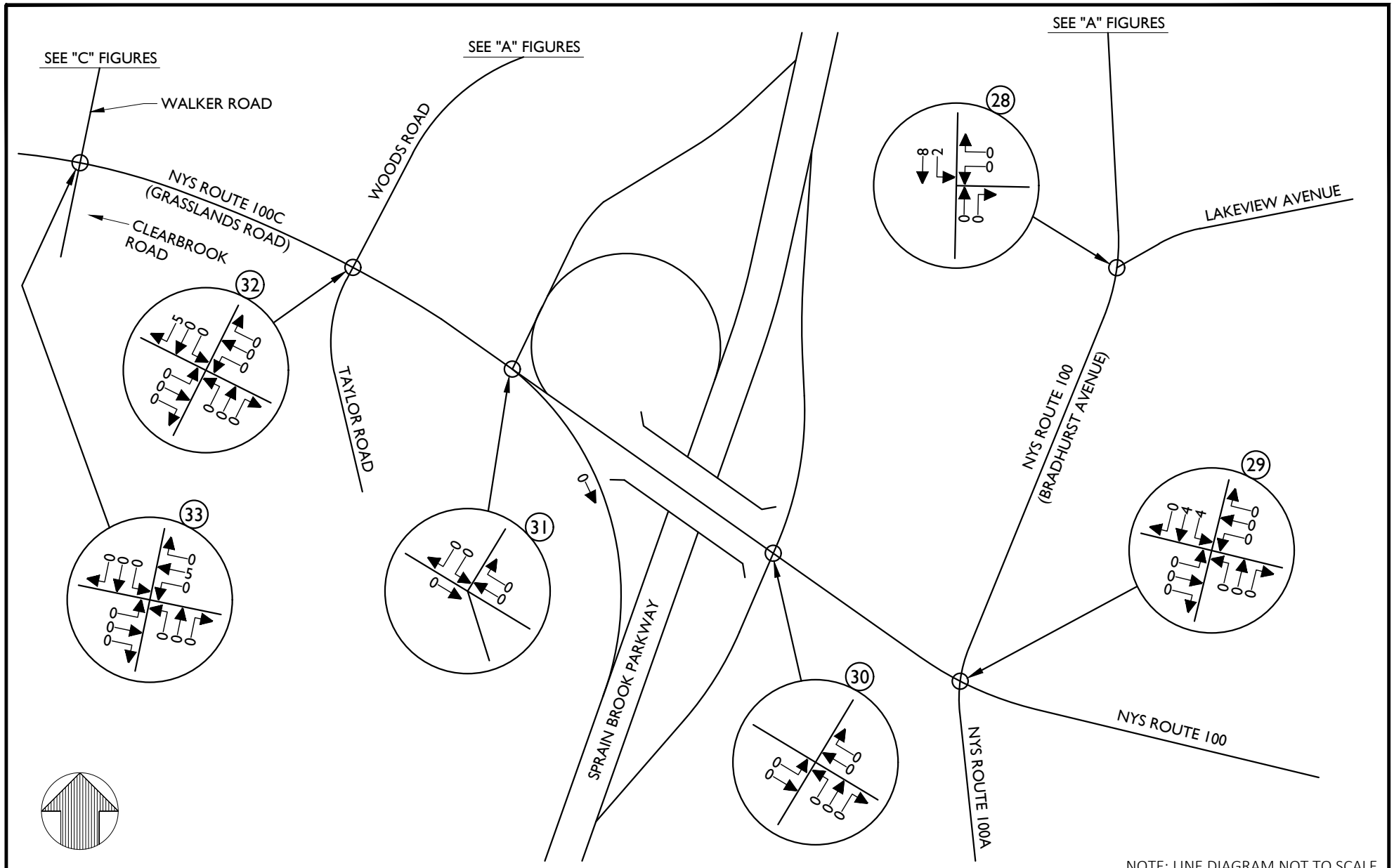
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
PHASE 2
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 39-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\39-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

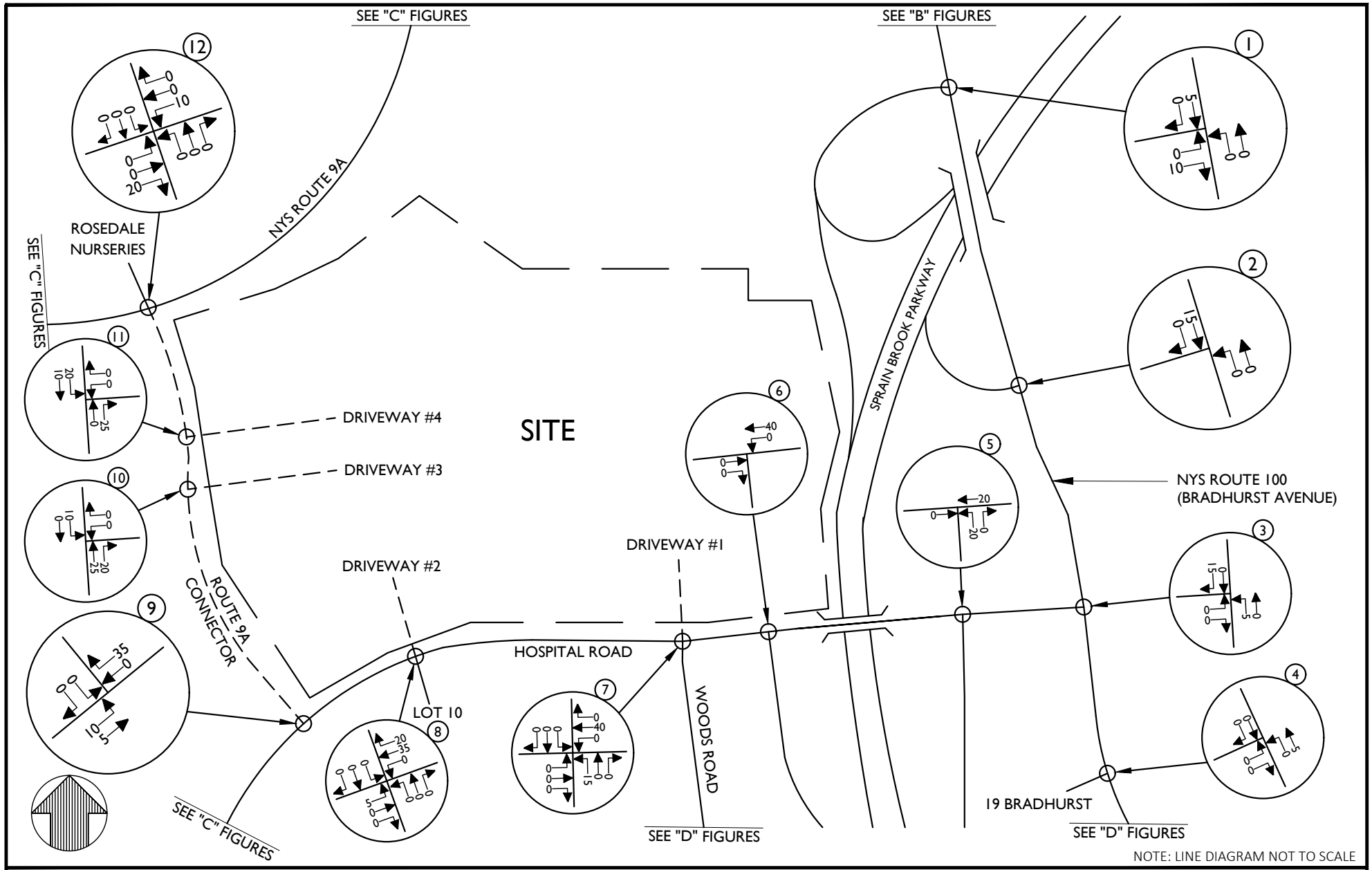
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
PHASE 2
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 39-D



MASER CONSULTING P.A.
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

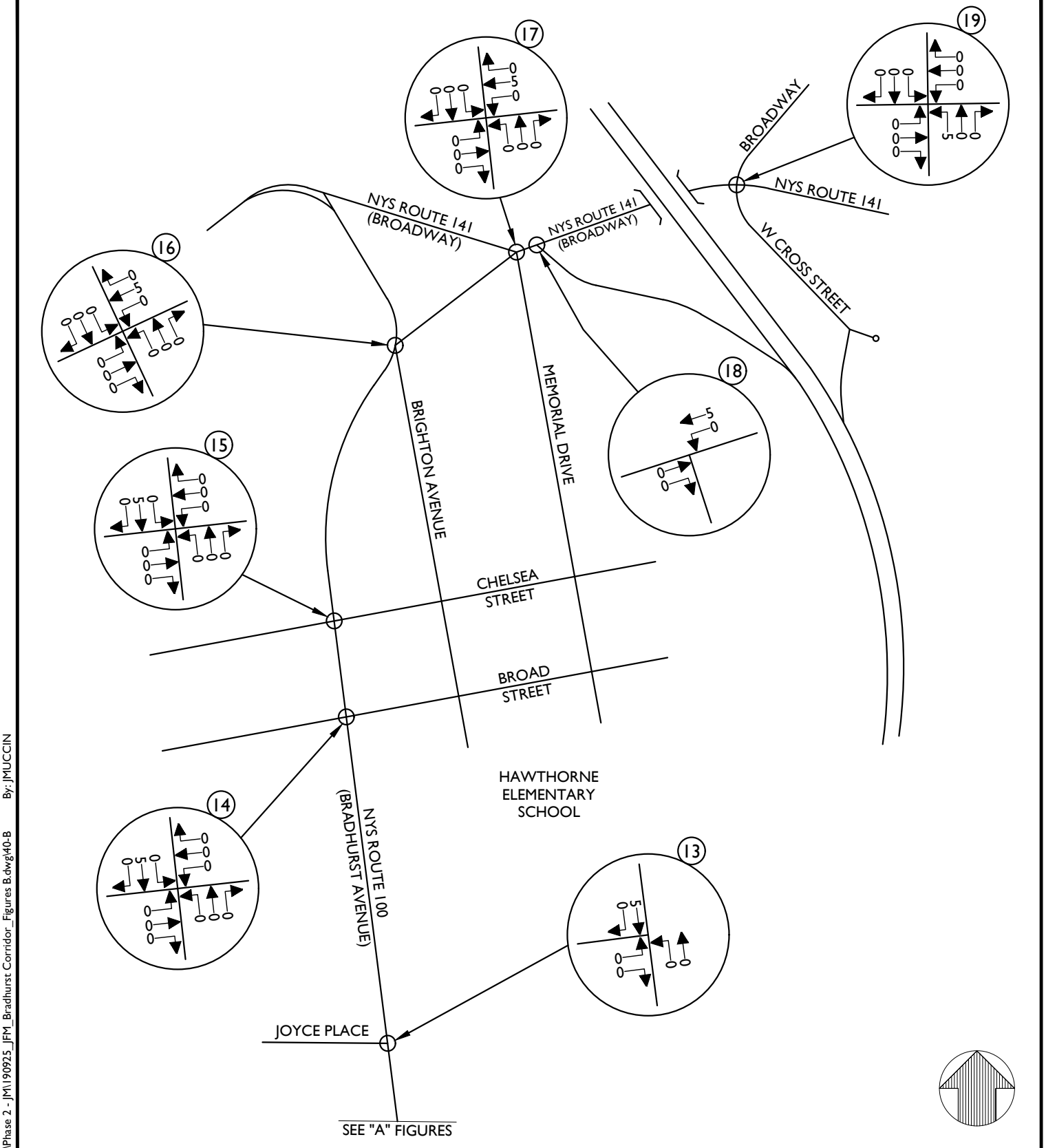
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
PHASE 2
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 40-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

■ NEW JERSEY
• Red Bank • Clinton
• Hamilton • Egg Harbor
• Montvale • Mt. Arlington
• Mt. Laurel

■ NEW YORK
• Albany • New Windsor
• Westchester

■ NEW MEXICO
• Albuquerque

■ MARYLAND
• Columbia

■ TEXAS
• College Station

■ FLORIDA
• Tampa • Orlando
• Miami • Jacksonville

■ PENNSYLVANIA
• Lehigh Valley • Exton
• Philadelphia • Pittsburgh

■ NORTH CAROLINA
• Charlotte • Raleigh

■ VIRGINIA
• Sterling • Norfolk

■ TENNESSEE
• Nashville

■ INDIANA
• Lafayette

■ COLORADO
• Denver

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

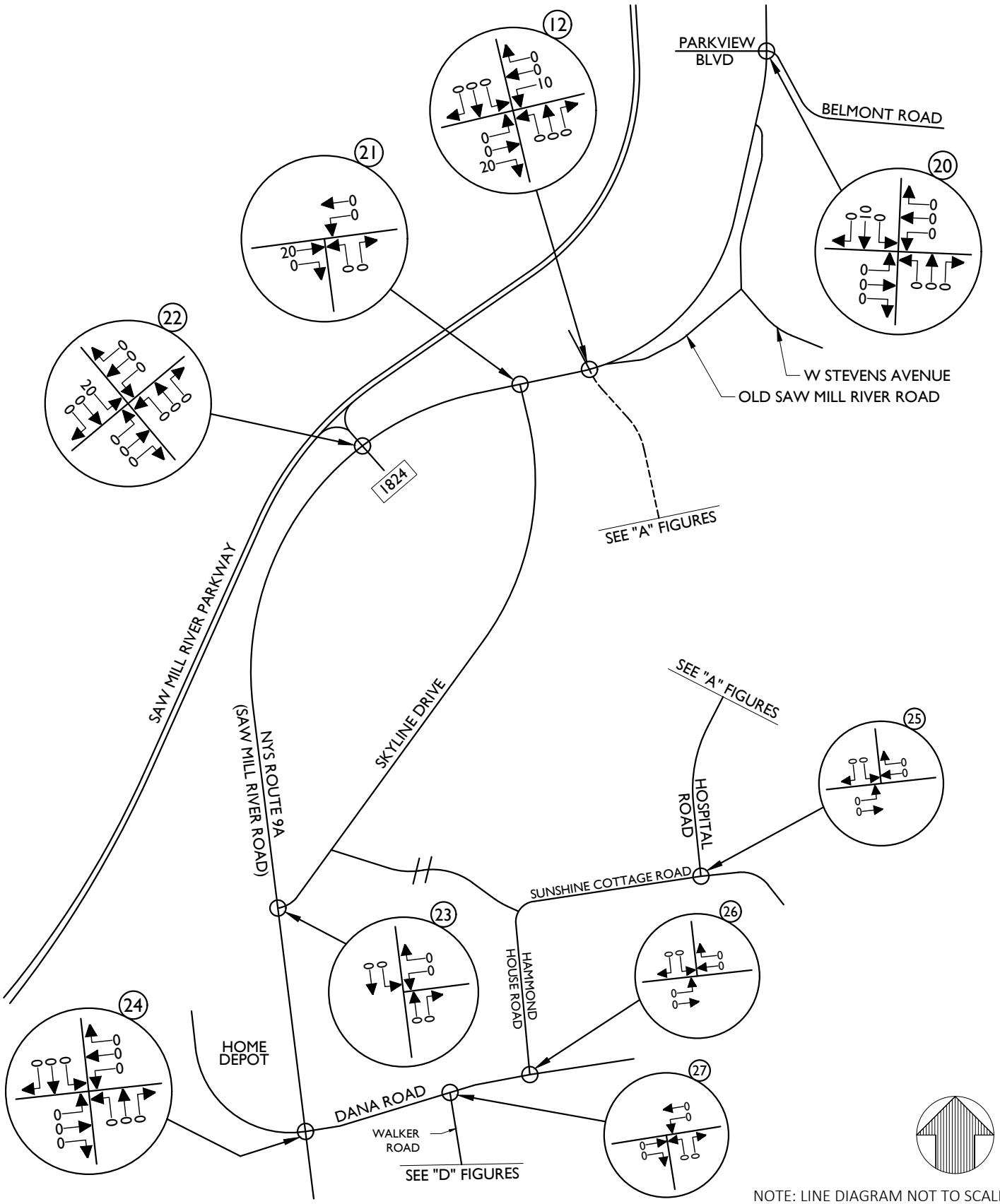
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
PHASE 2
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 40-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\40-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
■ NEW YORK • Albany • New Windsor • Westchester
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Orlando • Miami • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** **Call** before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

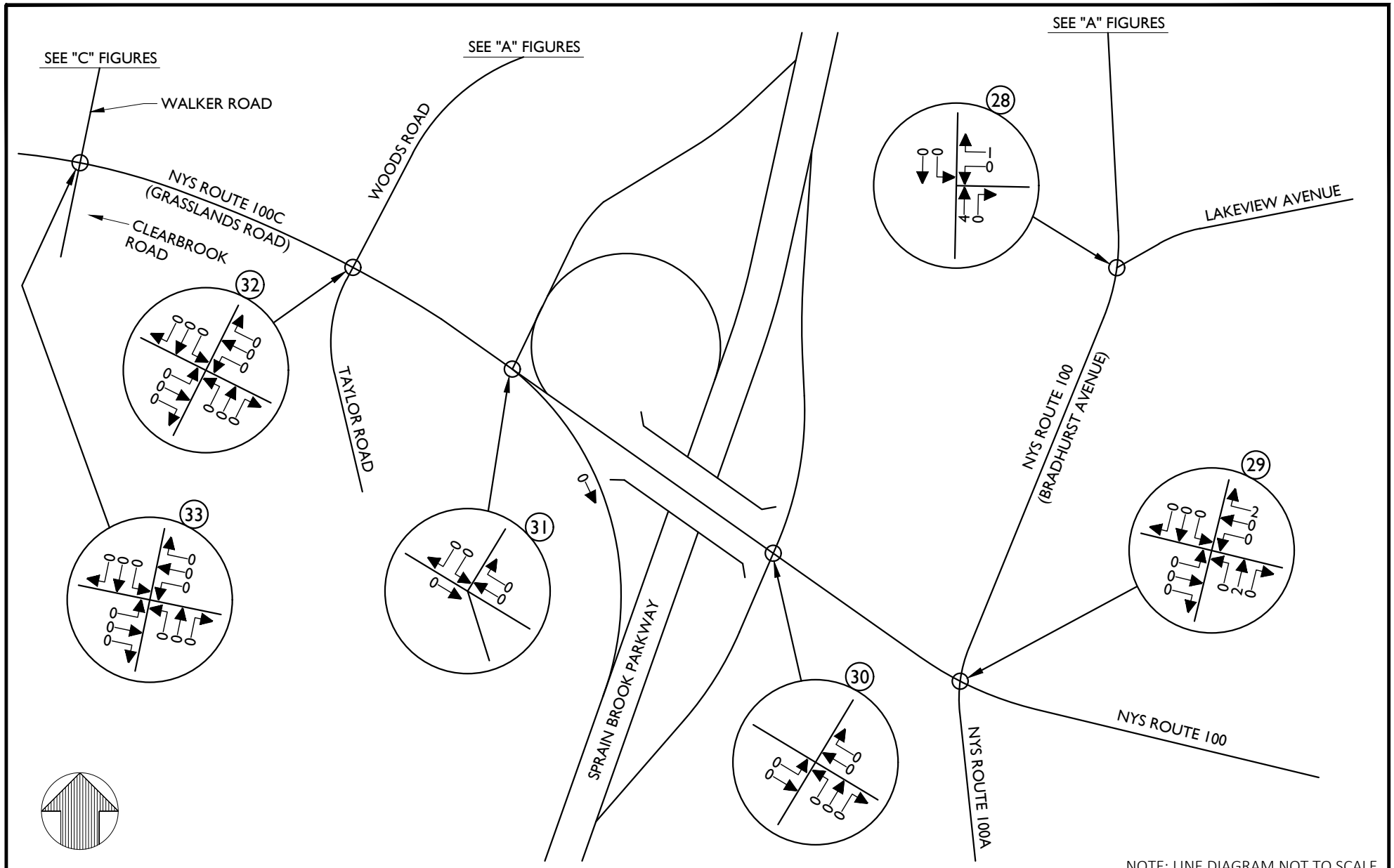
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
PHASE 2
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 40-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\40-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

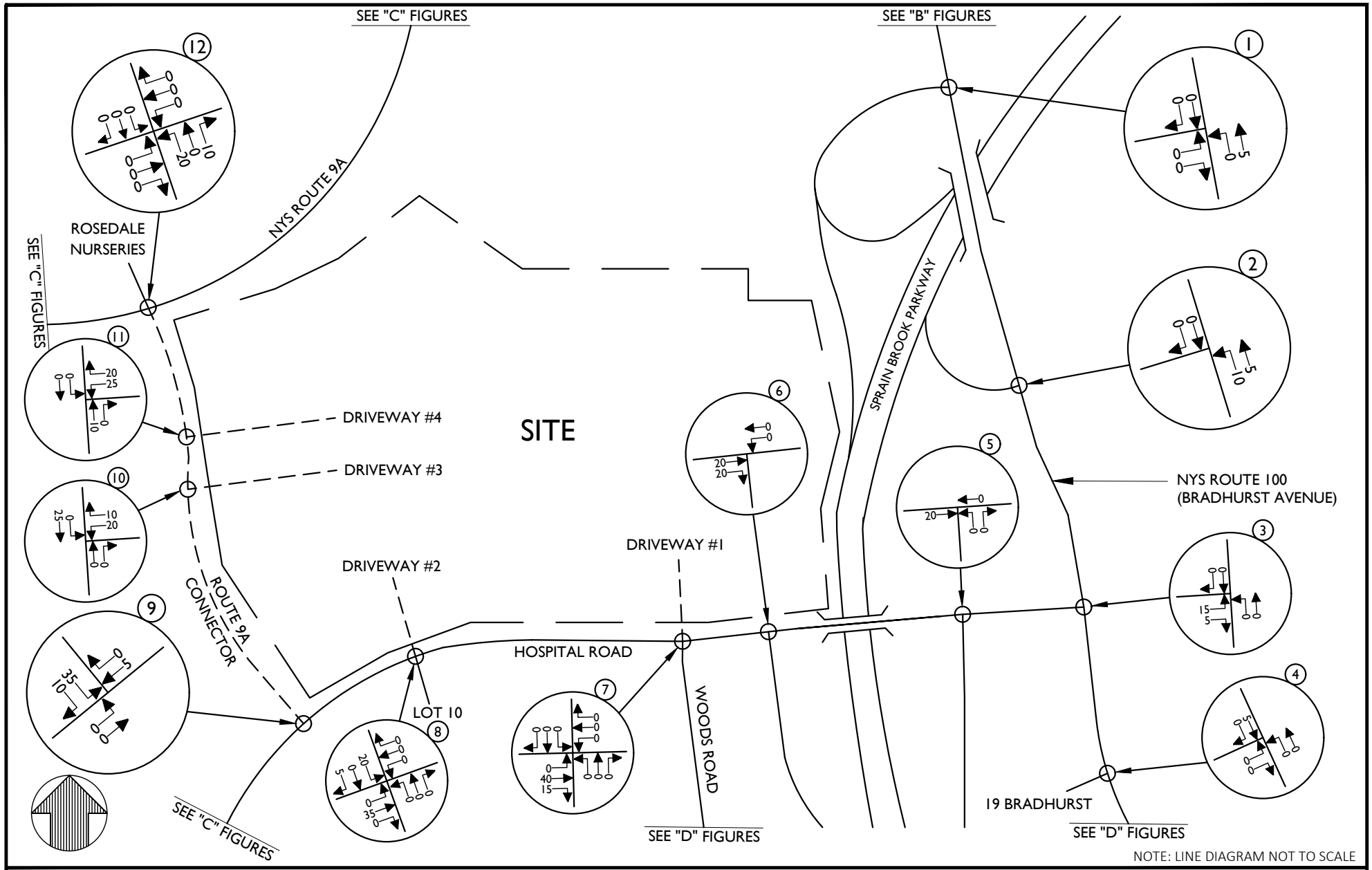
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
PHASE 2
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 40-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

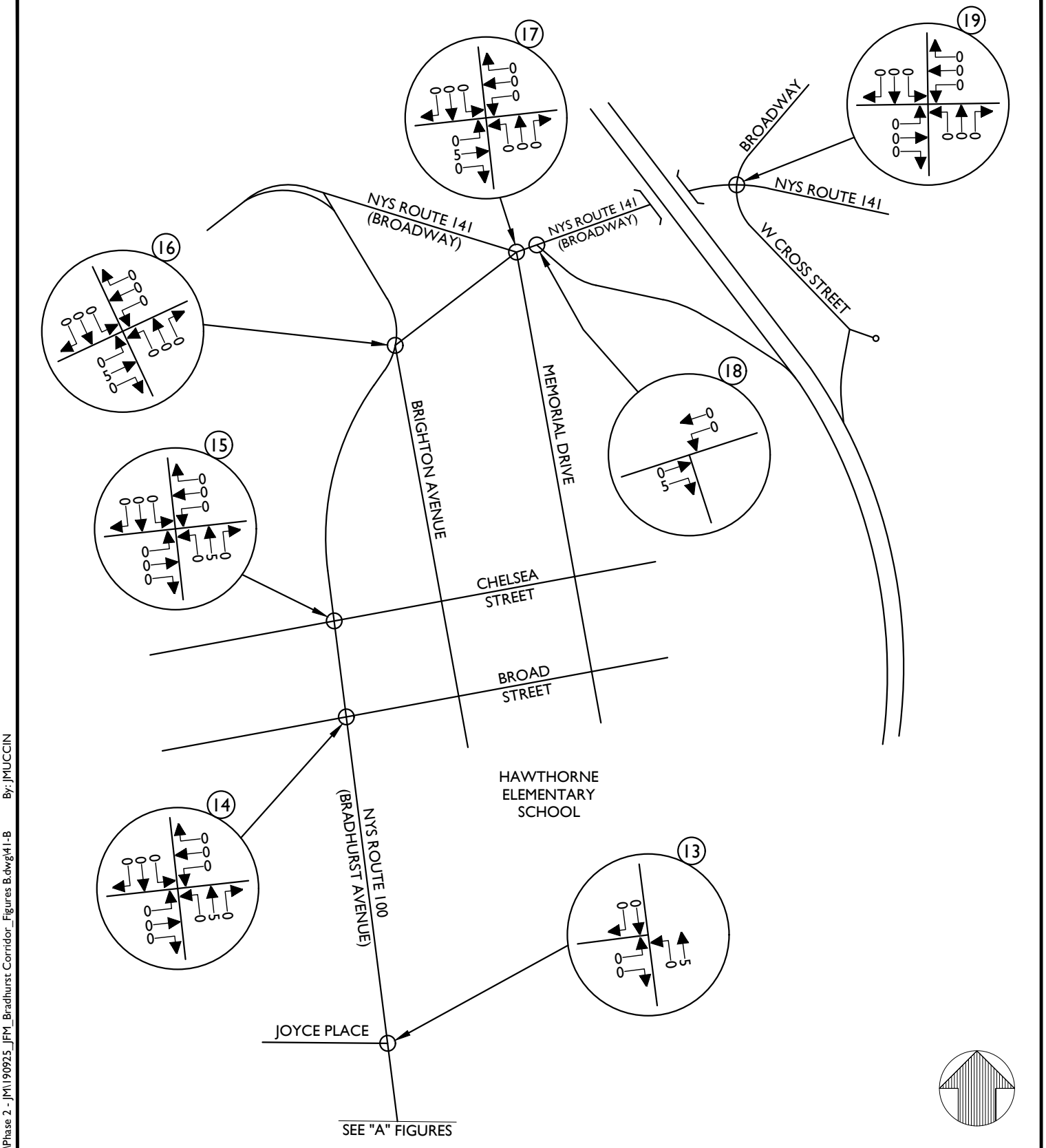
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
PHASE 2
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 41-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
■ NEW YORK • Albany • New Windsor • Westchester
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Orlando • Miami • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

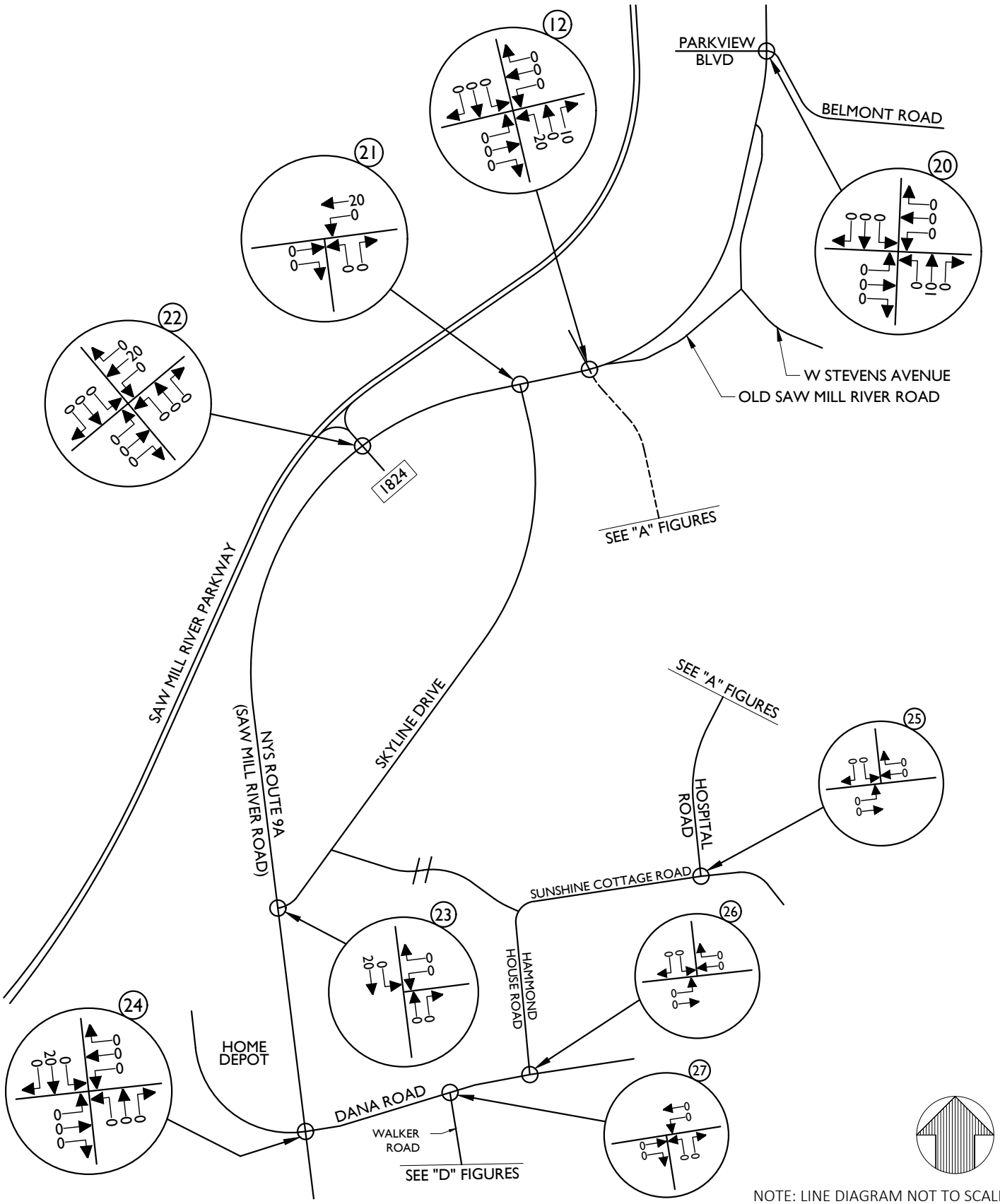
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
PHASE 2
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 41-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg41-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

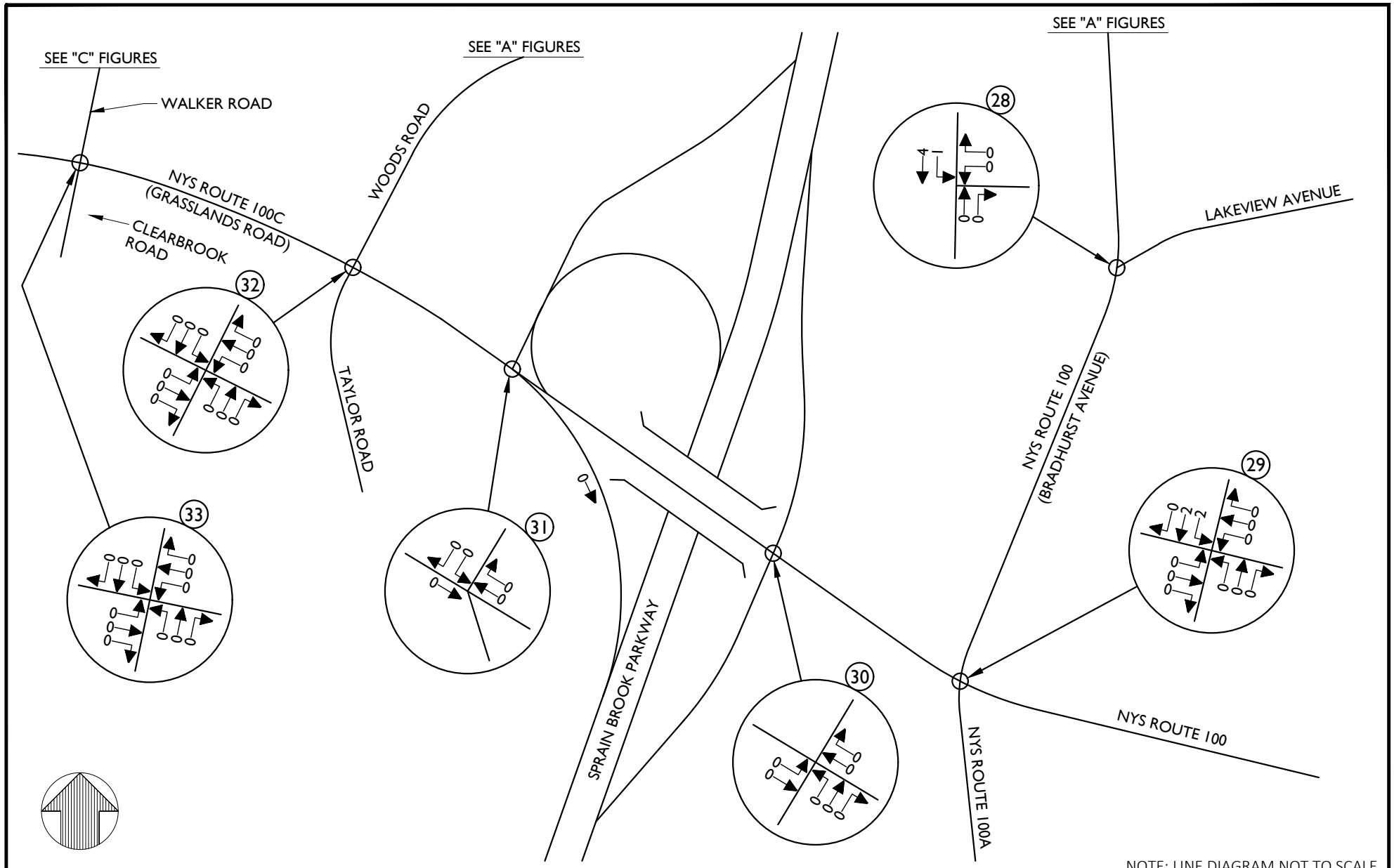
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
PHASE 2
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 41-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\41-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

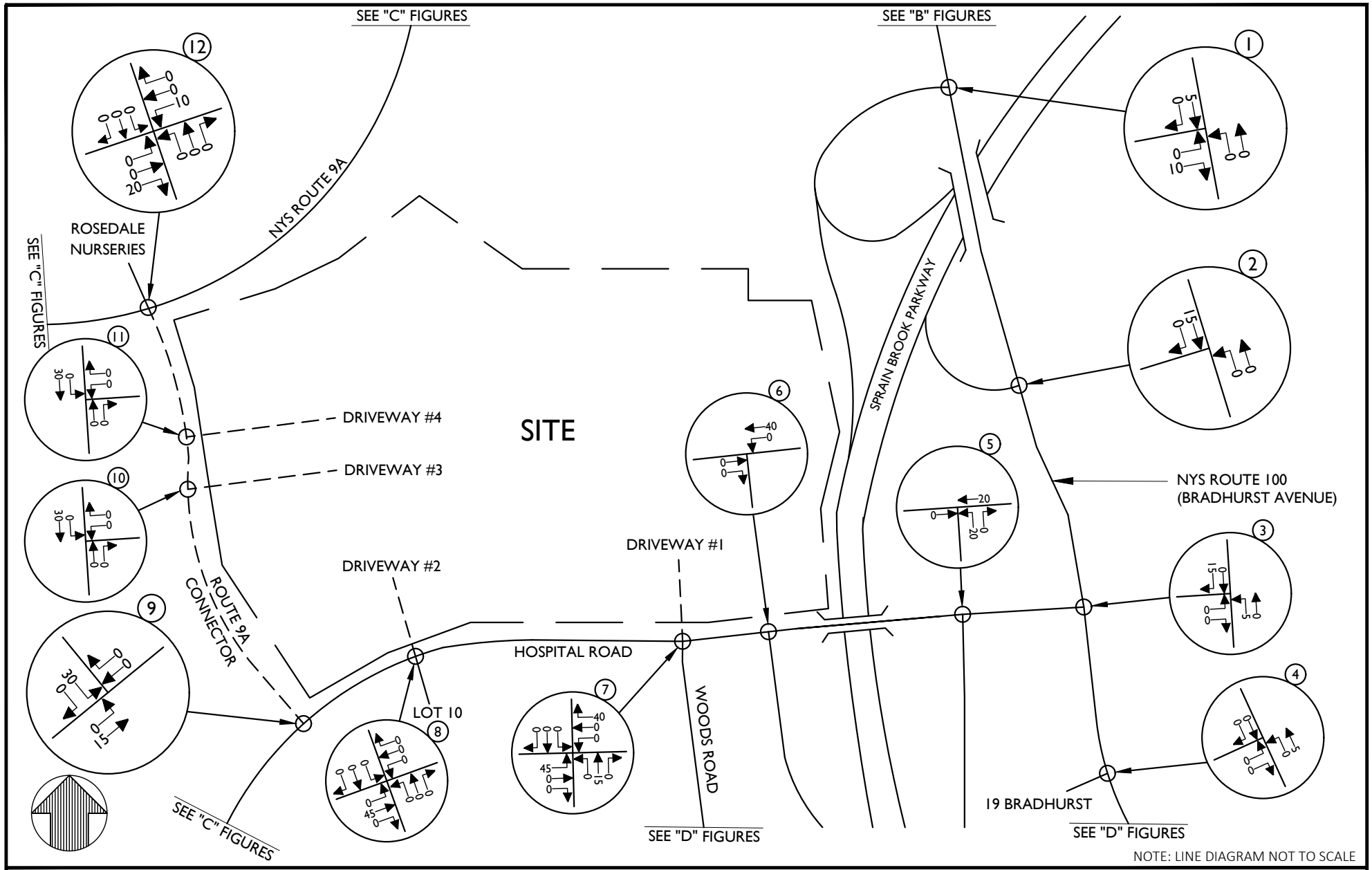
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
PHASE 2
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 41-D



MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

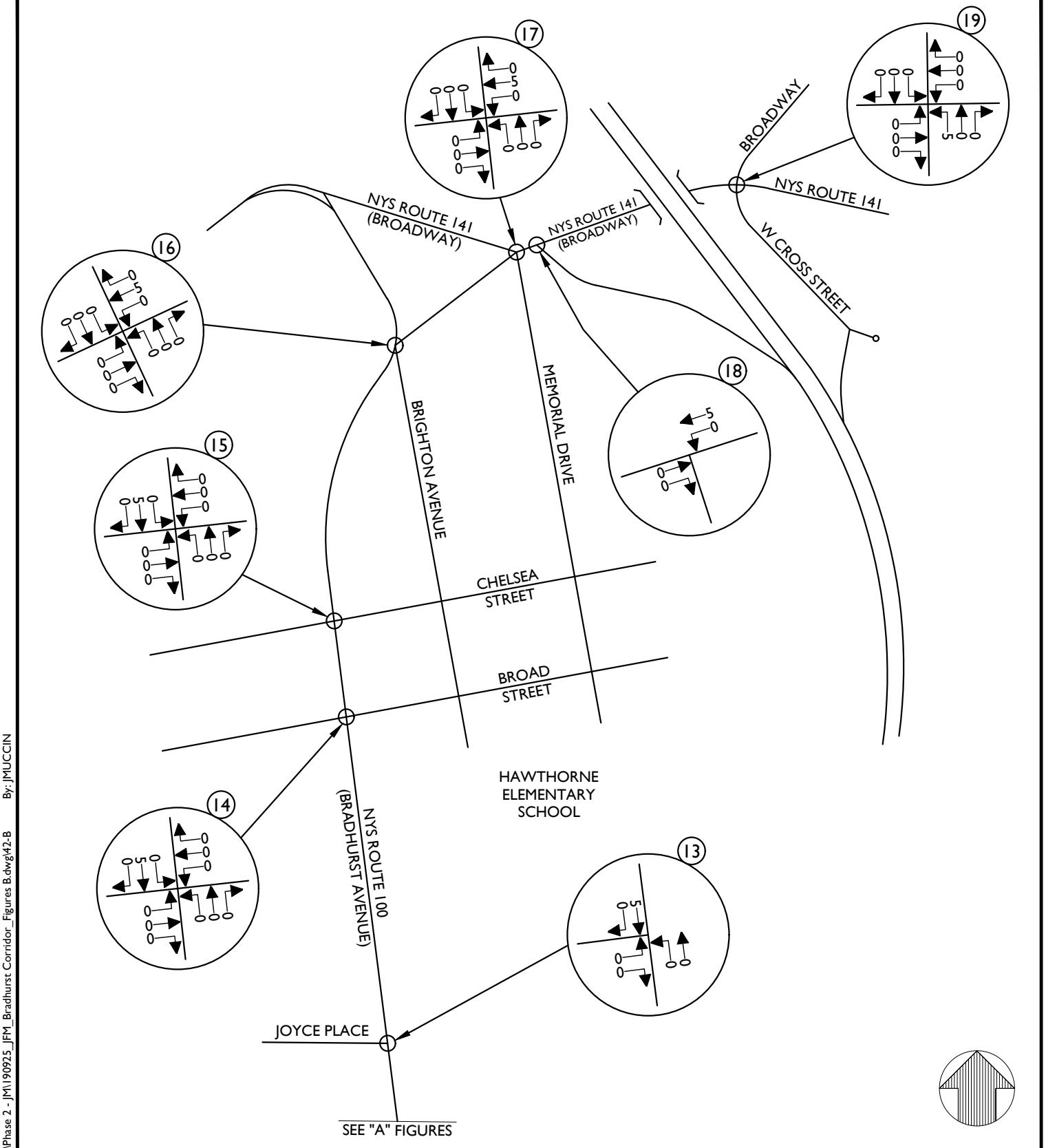
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
PHASE 2
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
HOTEL

SHEET NUMBER:
FIGURE NO. 42-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

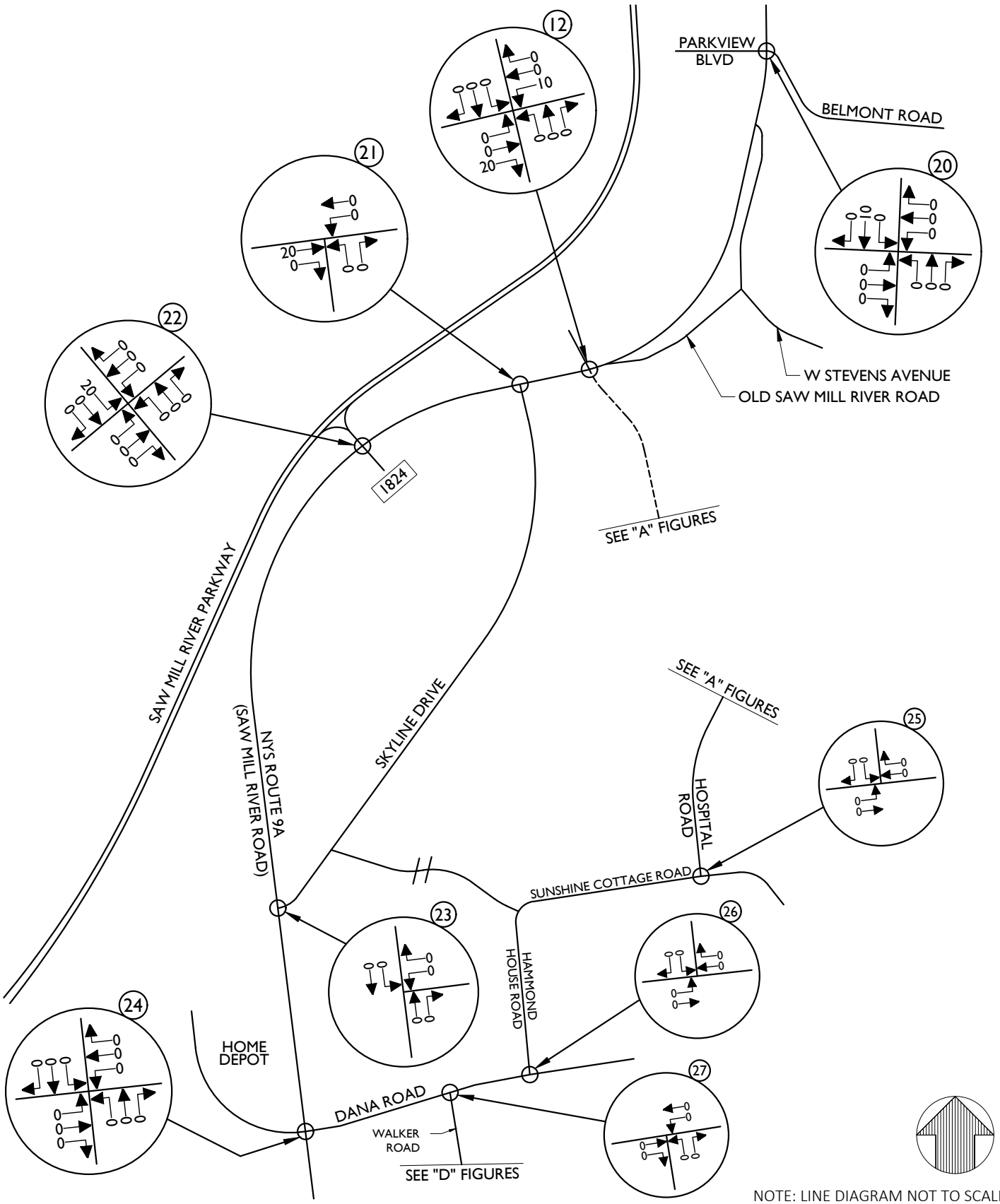
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
PHASE 2
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
HOTEL

SHEET NUMBER:
FIGURE NO. 42-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\42-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- NEW JERSEY: Red Bank, Hamilton, Monmouth, Mt. Laurel, Clinton, Egg Harbor, Mt. Arlington
- NEW YORK: Albany, Westchester, New Windsor
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Miami, Orlando, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

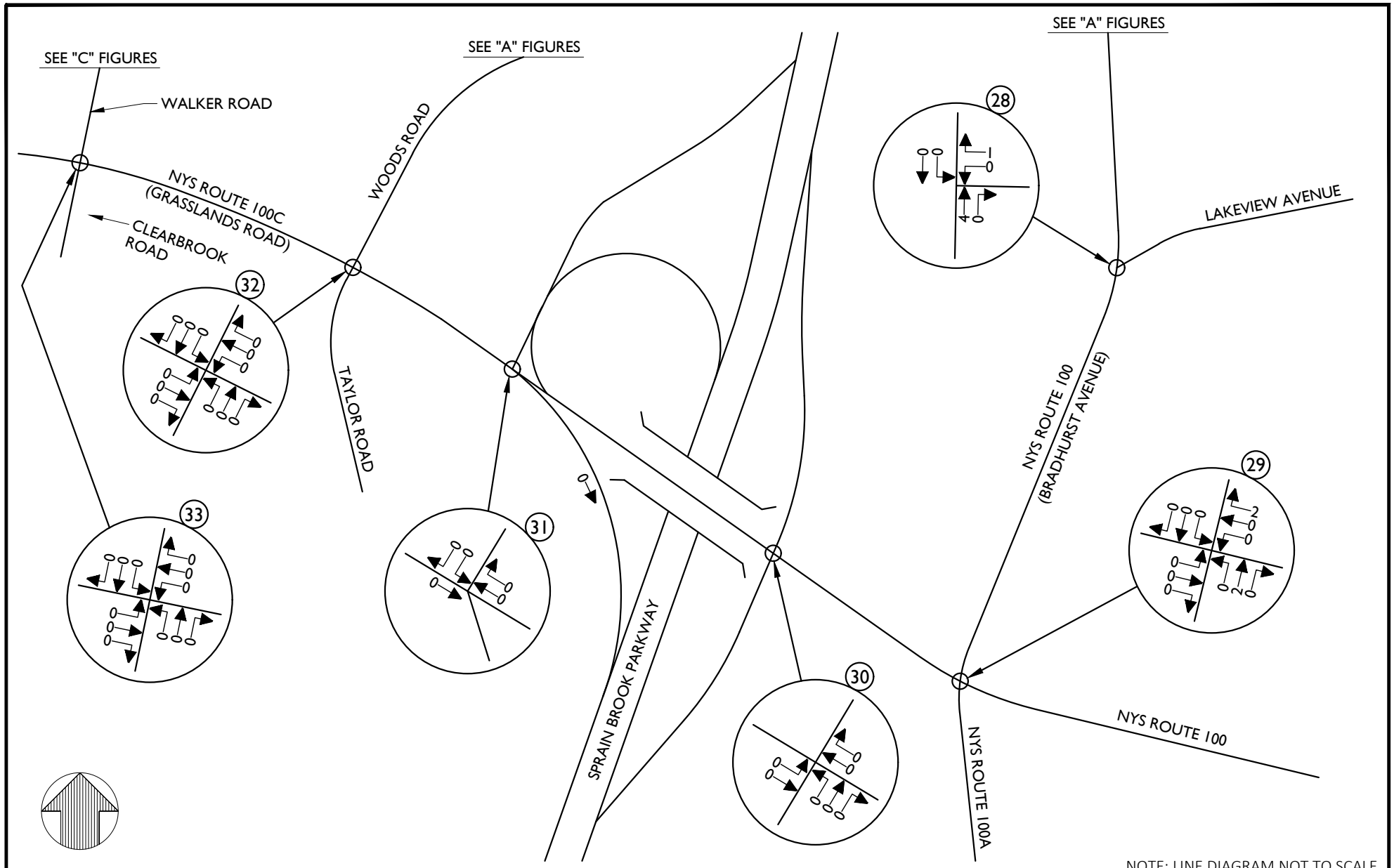
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
PHASE 2
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
HOTEL

SHEET NUMBER:
FIGURE NO. 42-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\42-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

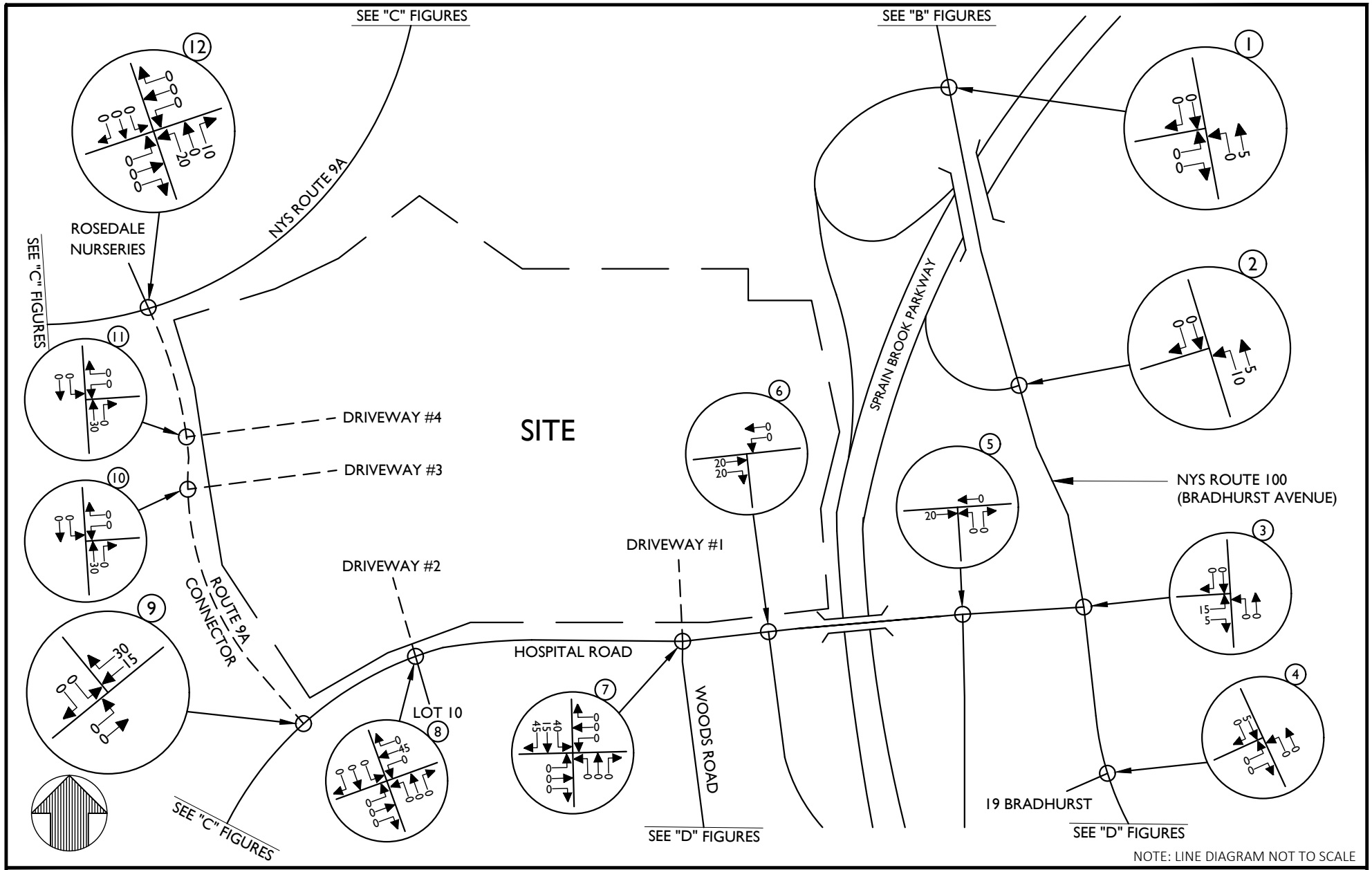
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
PHASE 2
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)
HOTEL

SHEET NUMBER:
FIGURE NO. 42-D



MASER CONSULTING P.A.
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

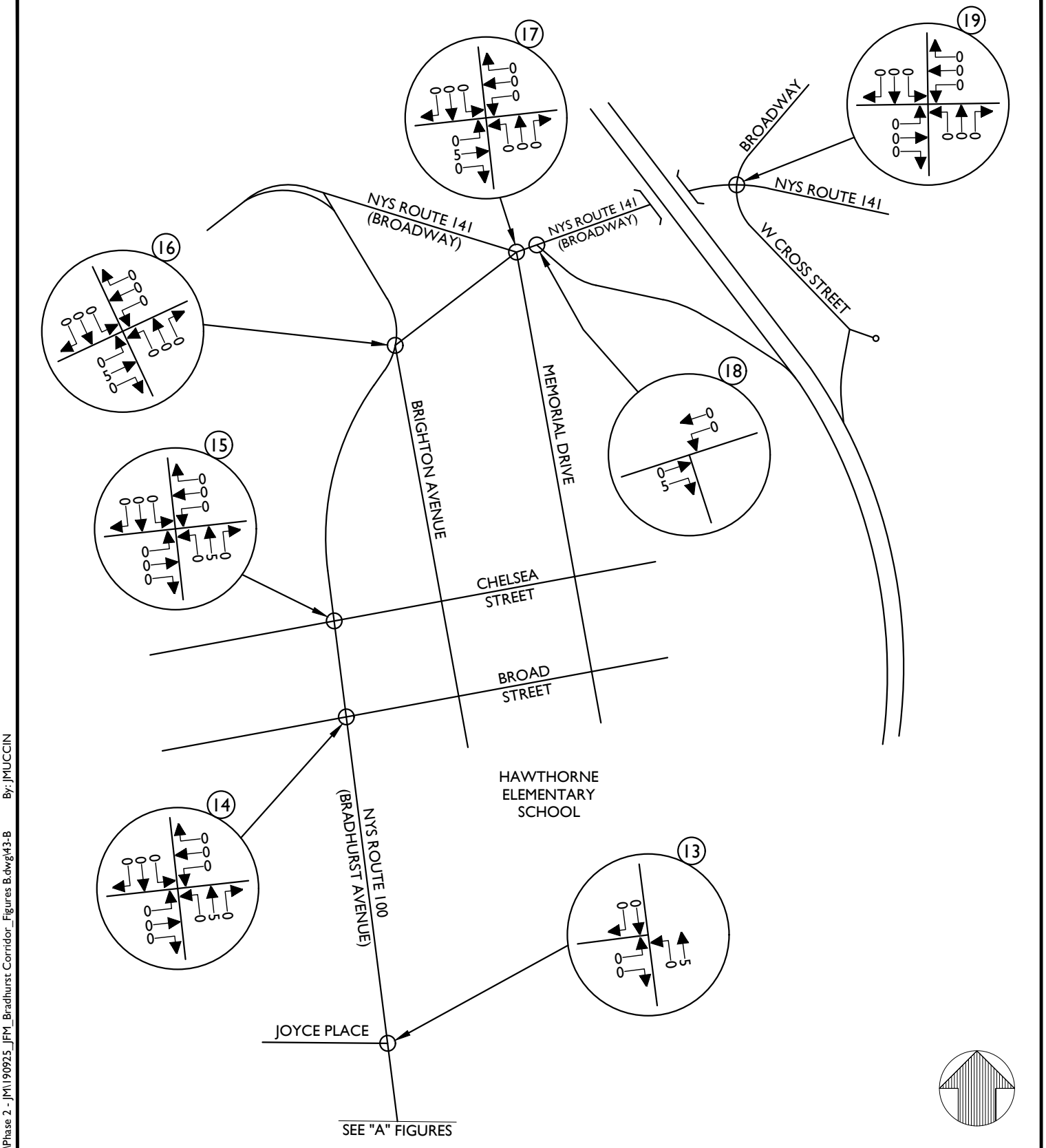
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
PHASE 2
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
HOTEL

SHEET NUMBER:
FIGURE NO. 43-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

■ NEW JERSEY
• Red Bank • Clinton
• Hamilton • Egg Harbor
• Montvale • Mt. Arlington
• Mt. Laurel

■ NEW YORK
• Albany • New Windsor
• Westchester

■ NEW MEXICO
• Albuquerque

■ MARYLAND
• Columbia

■ TEXAS
• College Station

■ FLORIDA
• Tampa • Orlando
• Miami • Jacksonville

■ PENNSYLVANIA
• Lehigh Valley • Exton
• Philadelphia • Pittsburgh

■ NORTH CAROLINA
• Charlotte • Raleigh

■ VIRGINIA
• Sterling • Norfolk

■ TENNESSEE
• Nashville

■ INDIANA
• Lafayette

■ COLORADO
• Denver

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

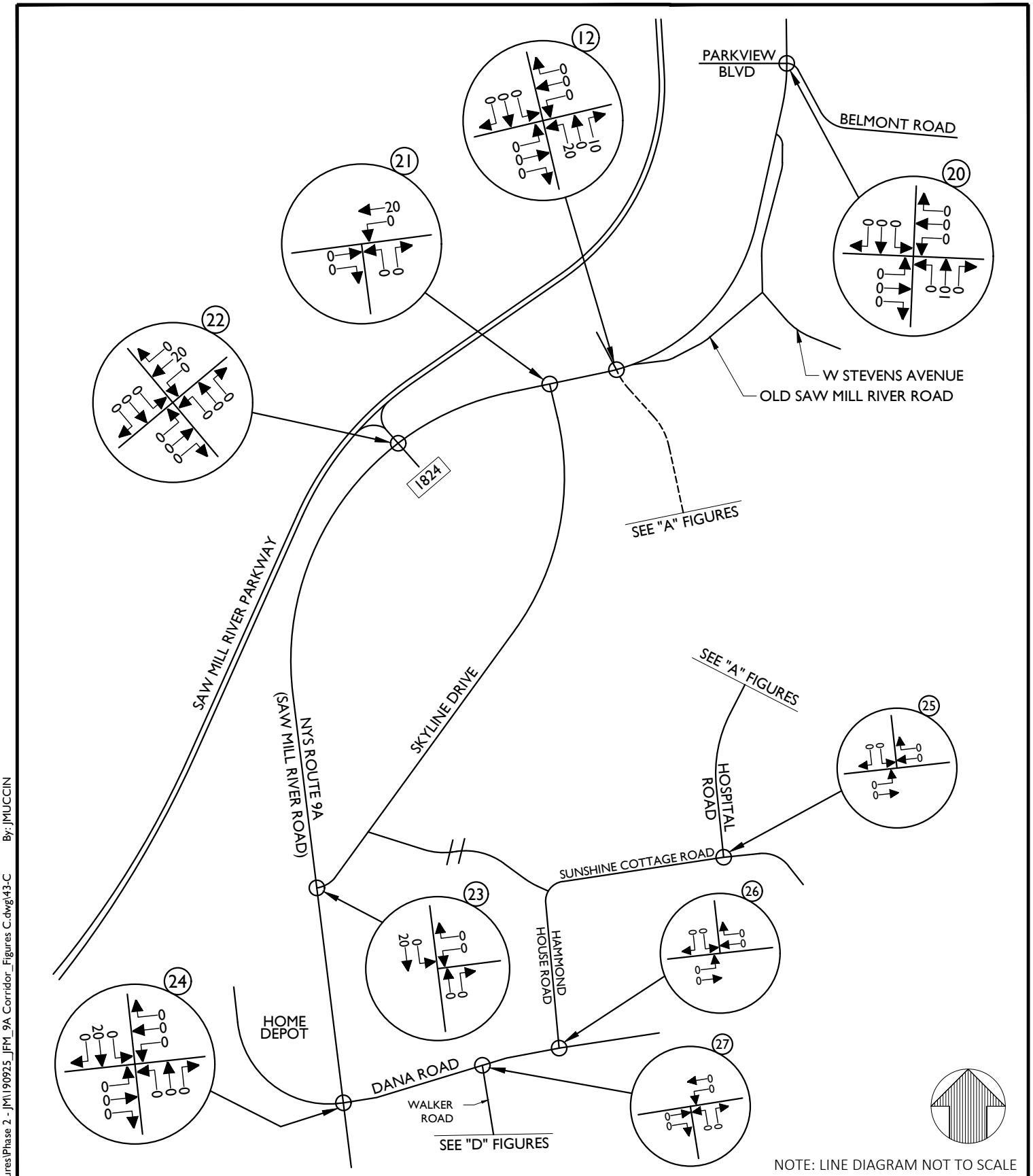
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
PHASE 2
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
HOTEL

SHEET NUMBER:
FIGURE NO. 43-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\43-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

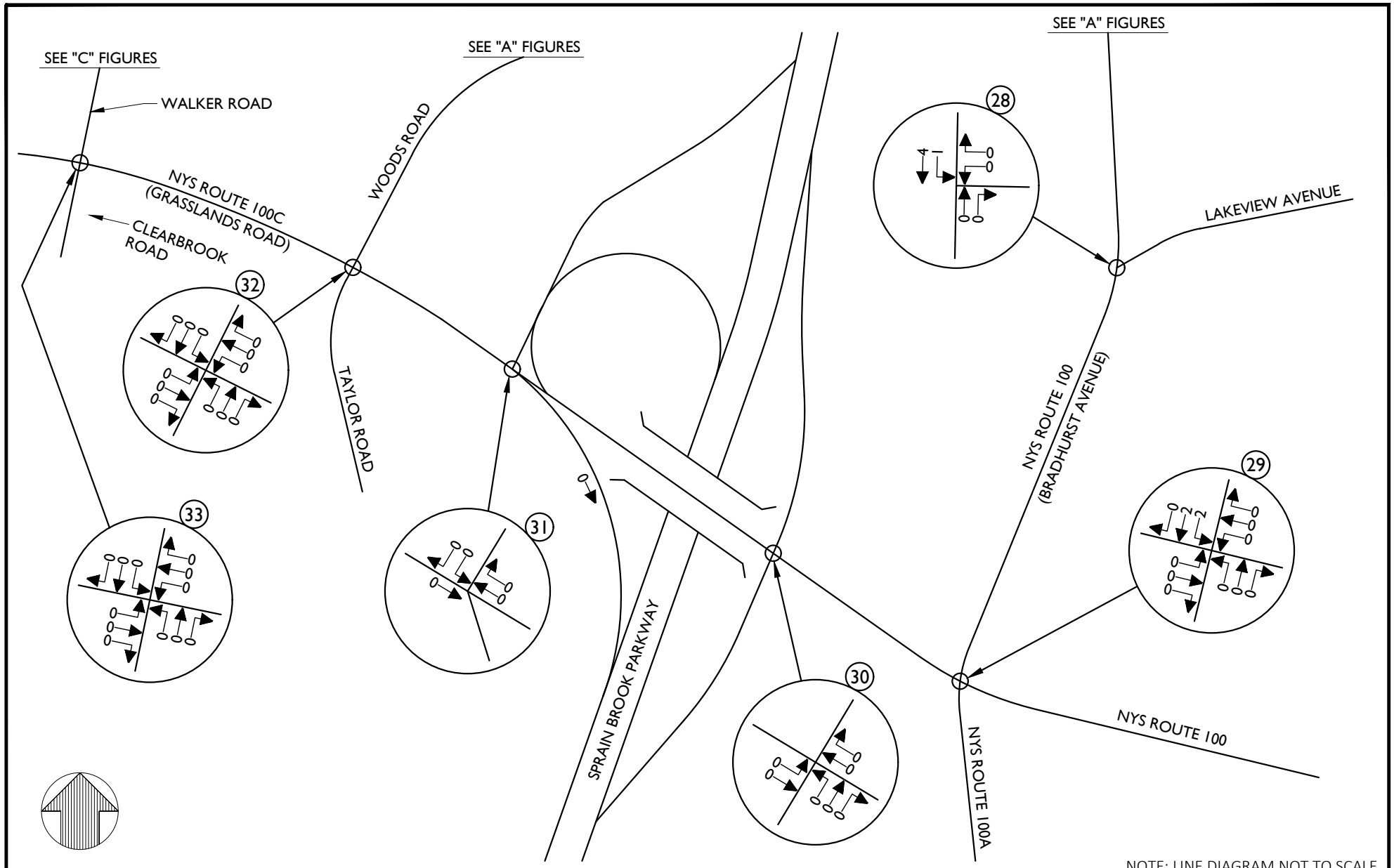
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
PHASE 2
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
HOTEL

SHEET NUMBER:
FIGURE NO. 43-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\43-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

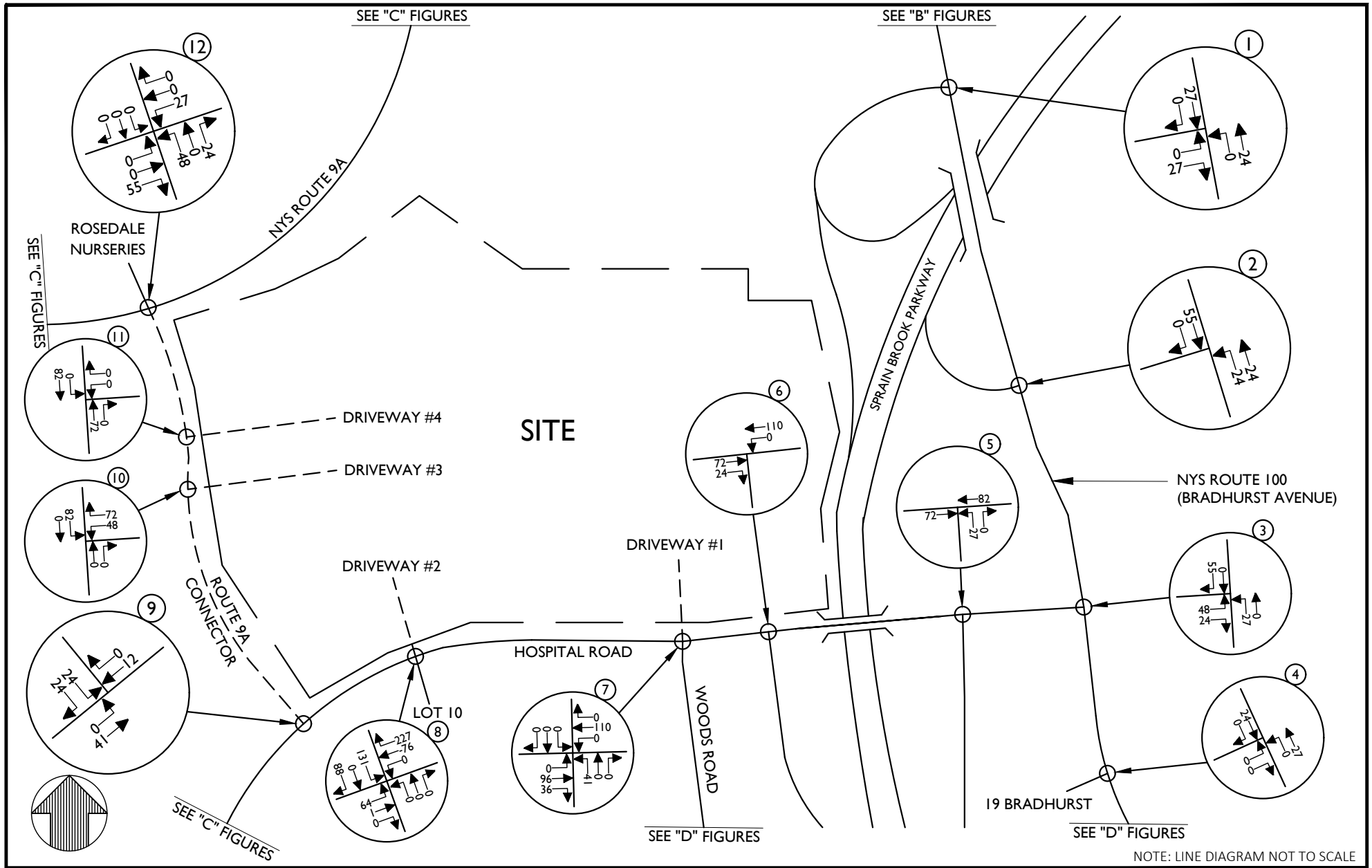
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
PHASE 2
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)
HOTEL

SHEET NUMBER:
FIGURE NO. 43-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

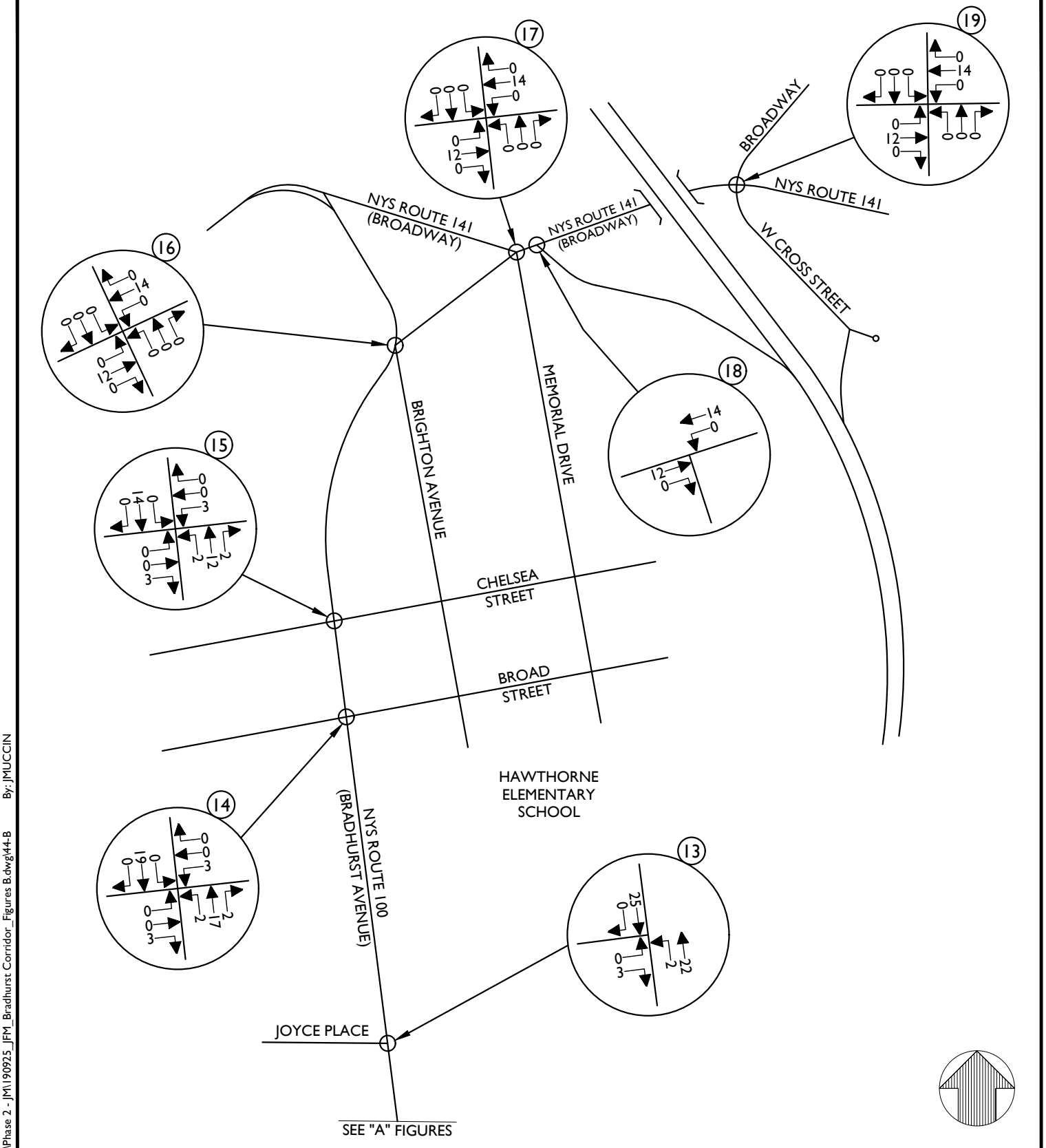
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK AM HOUR
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 44-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✱ Planners ✱ Surveyors
Landscape Architects ✱ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

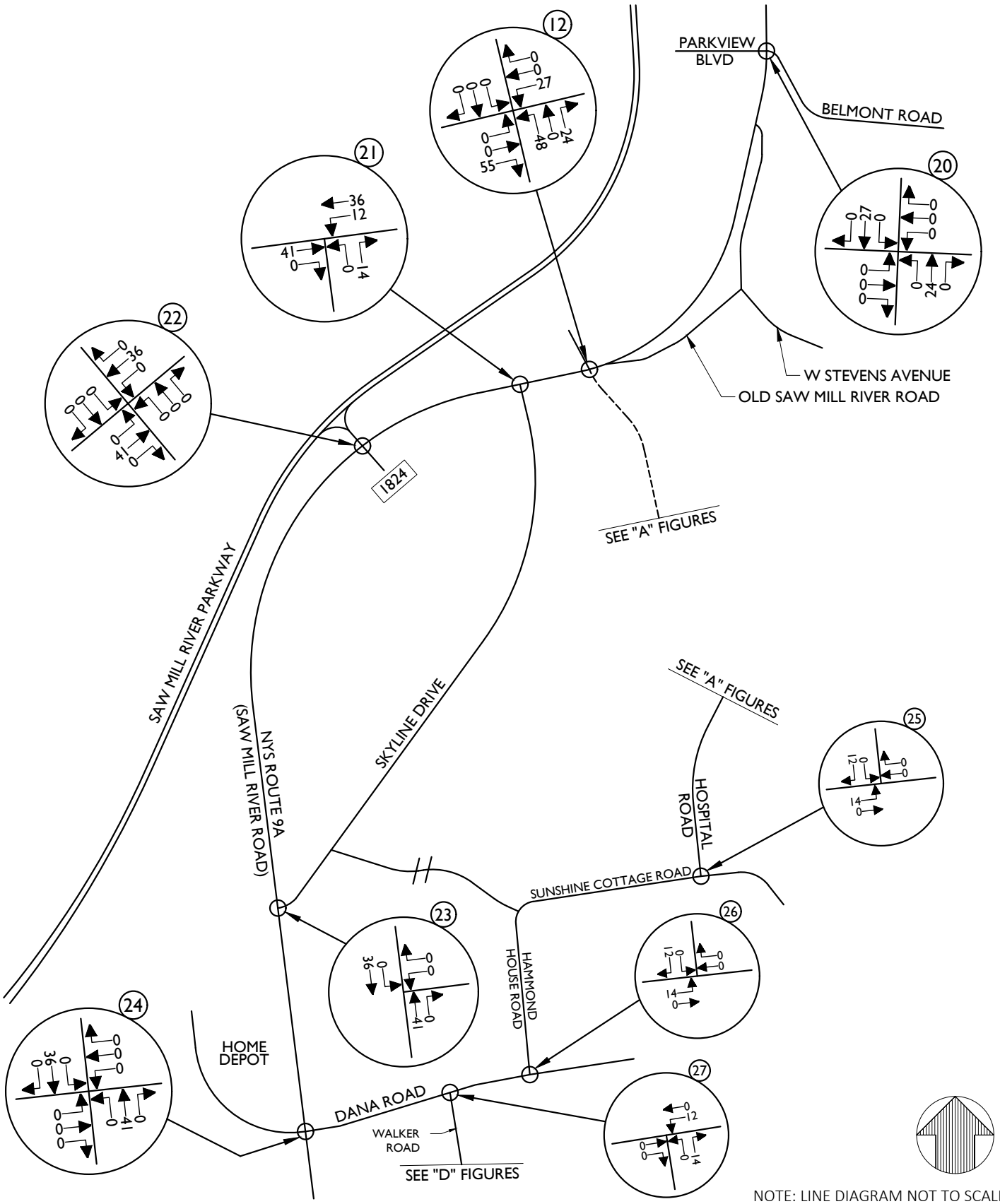
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK AM HOUR
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 44-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\44-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- NEW JERSEY: Red Bank, Hamilton, Montvale, Mt. Laurel, Clinton, Egg Harbor, Mt. Arlington
- NEW YORK: Albany, Westchester, New Windsor
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Miami, Orlando, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

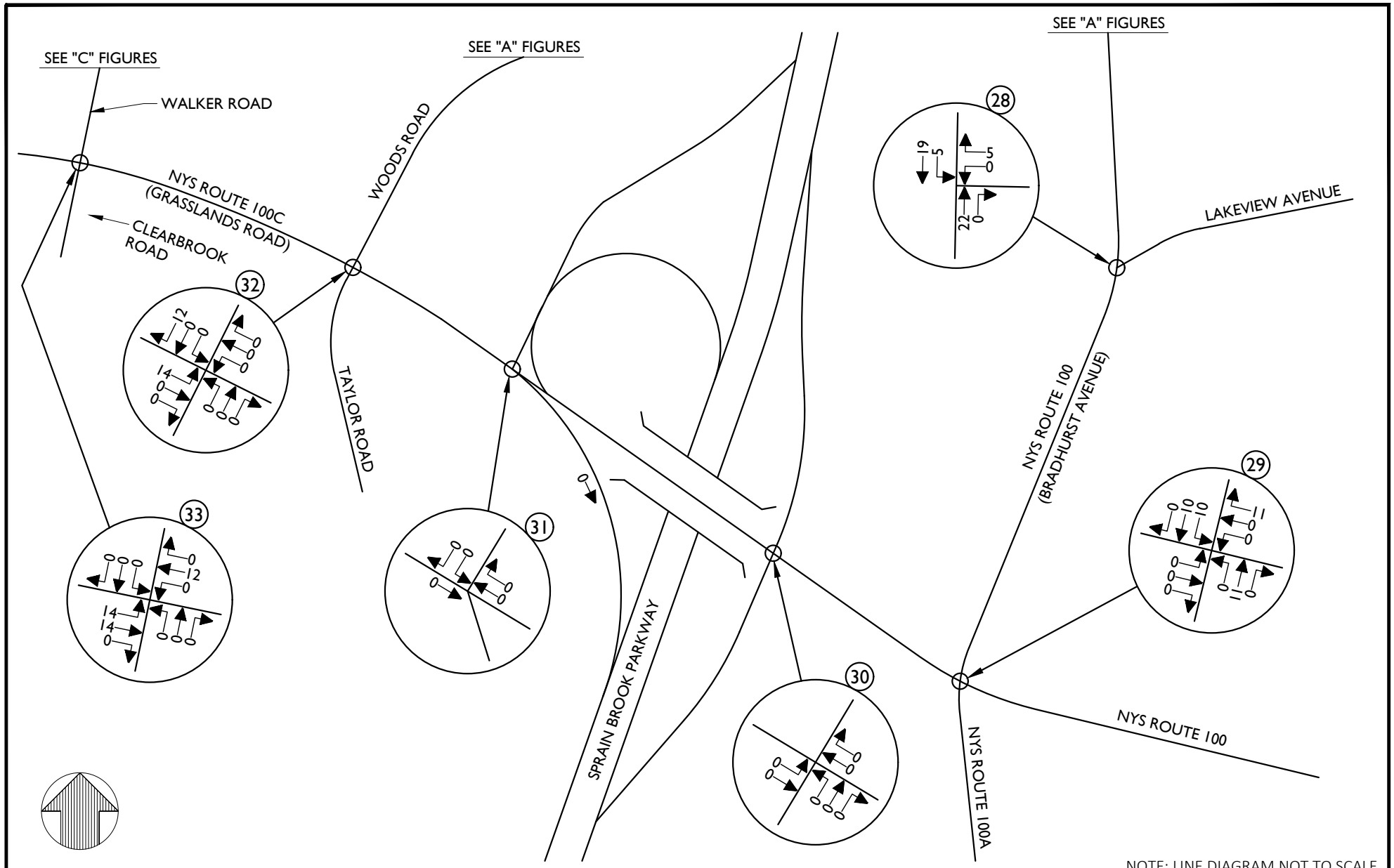
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
RETAIL/GROCERY/PHARMACY/FITNESS
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 44-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\44-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

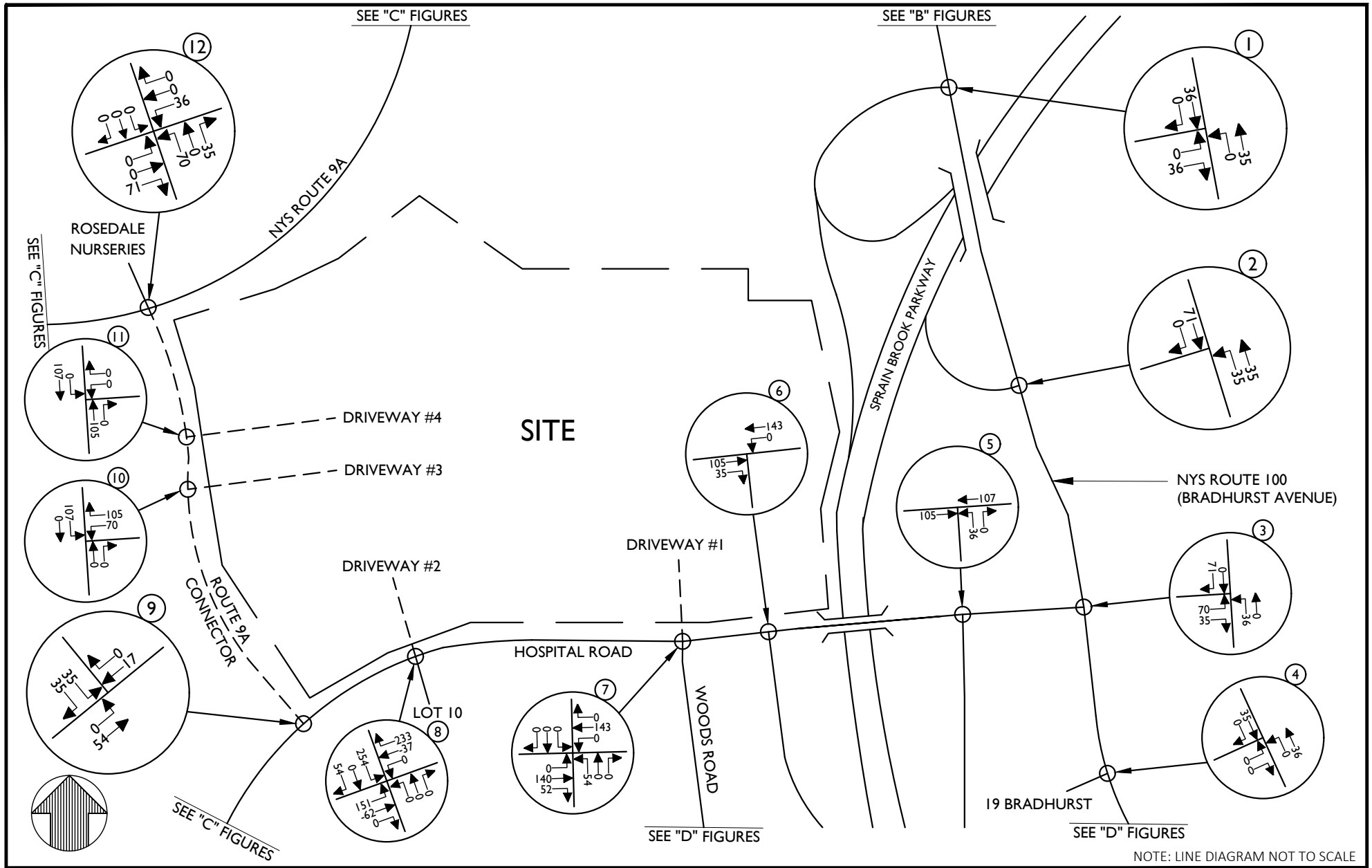
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK AM HOUR
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 44-D



MASER CONSULTING P.A.
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

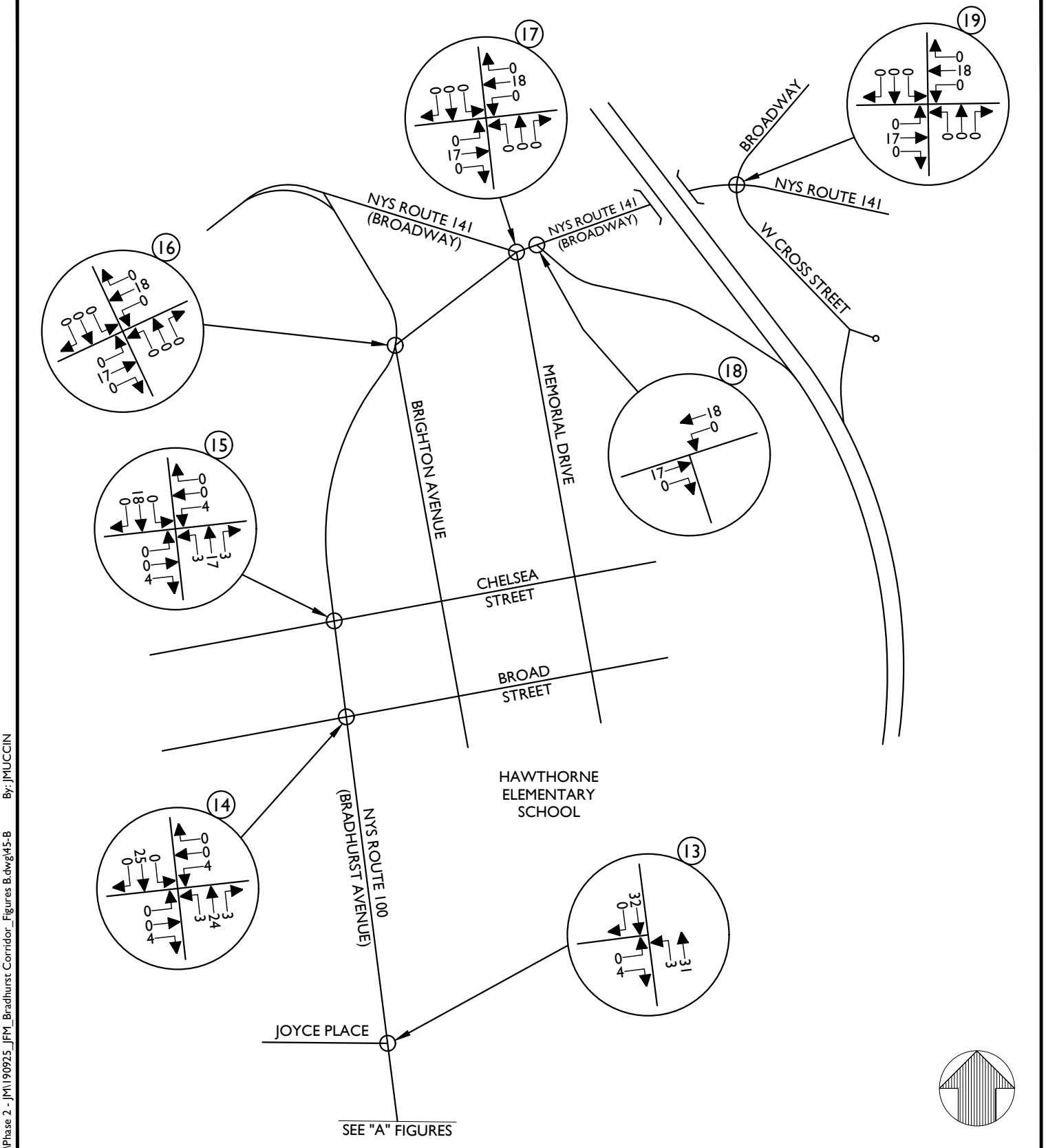
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK PM HOUR
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 45-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

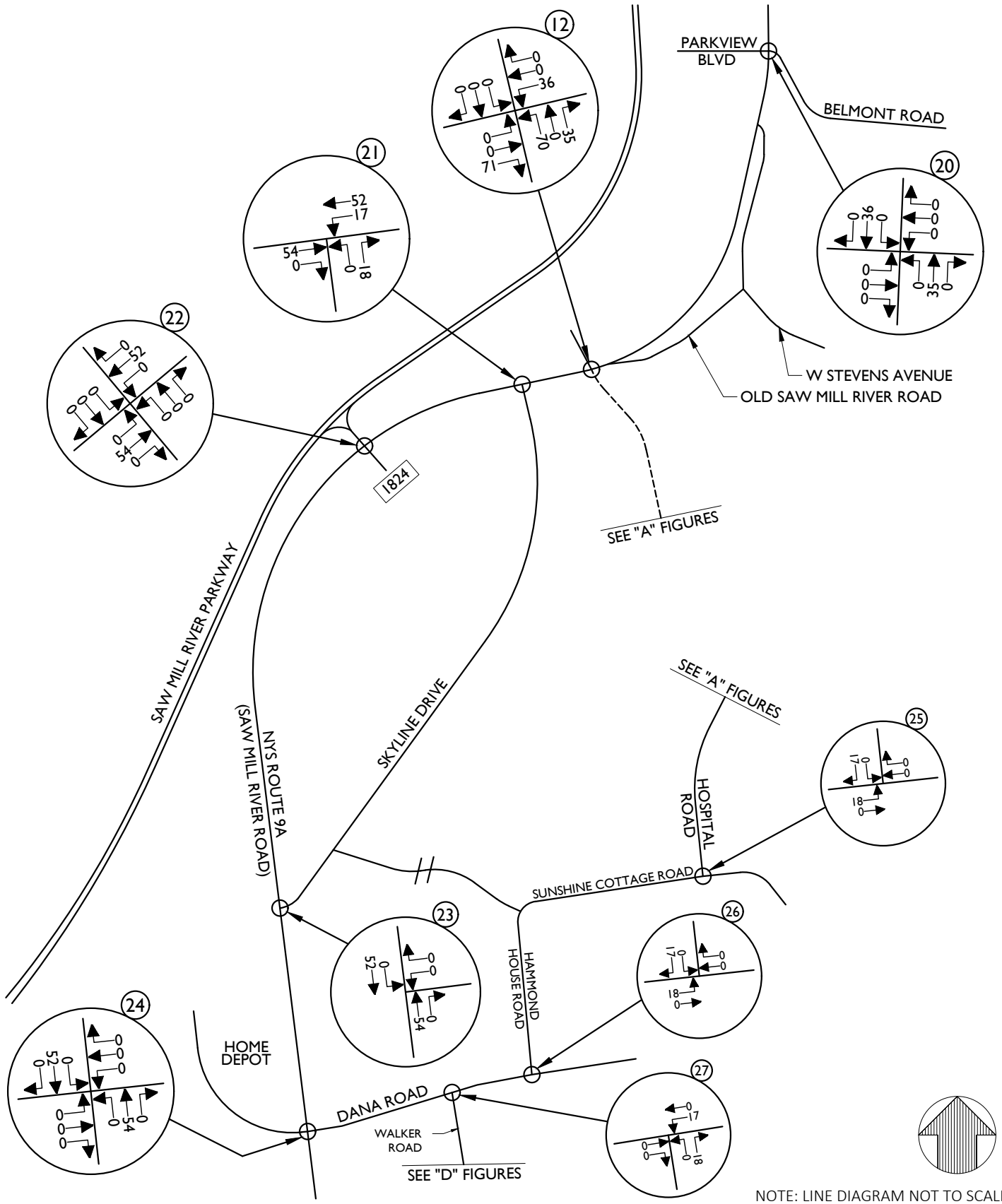
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK PM HOUR
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 45-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\45-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
■ NEW YORK • Albany • New Windsor • Westchester
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Orlando • Miami • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

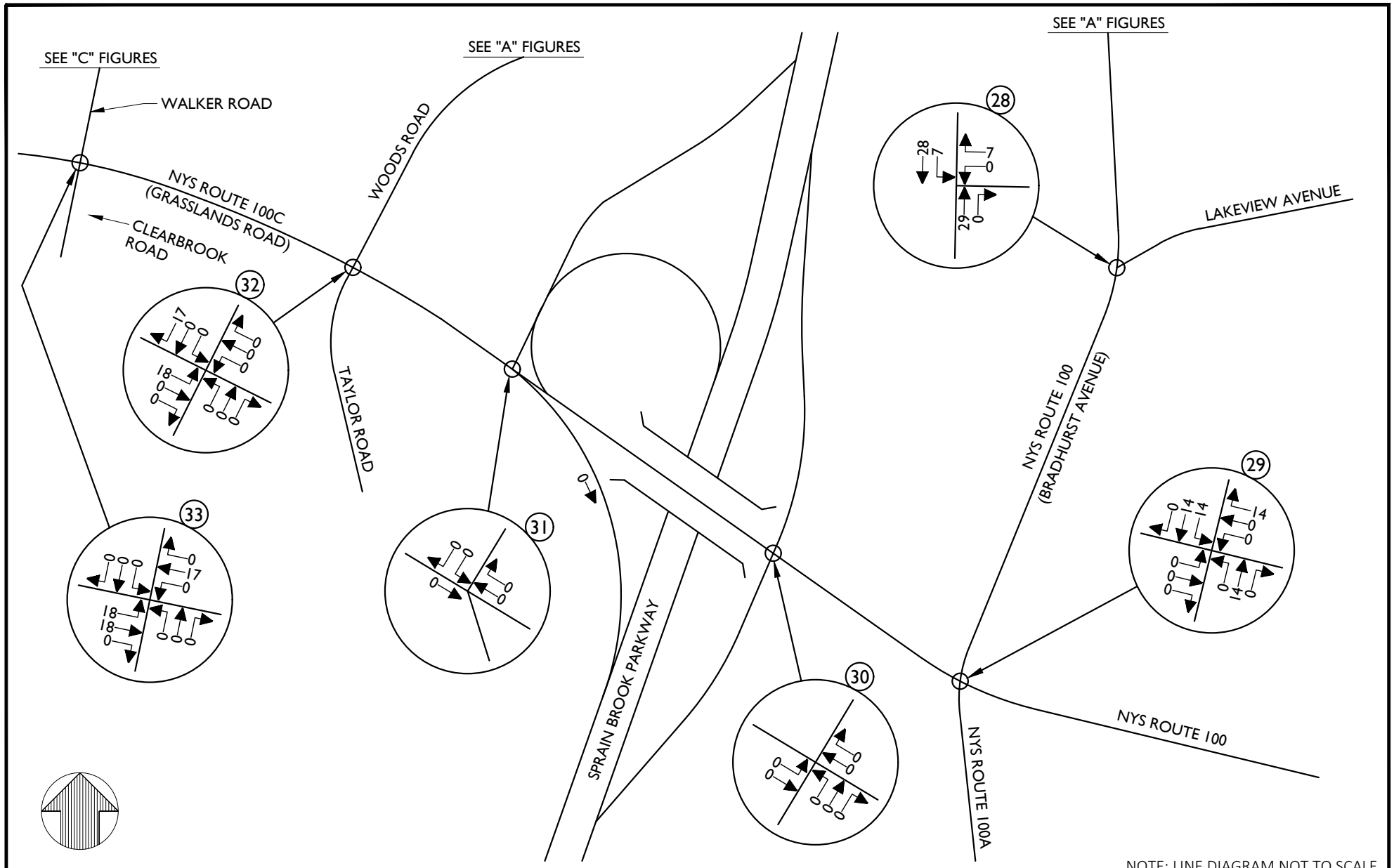
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
RETAIL/GROCERY/PHARMACY/FITNESS
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 45-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\45-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

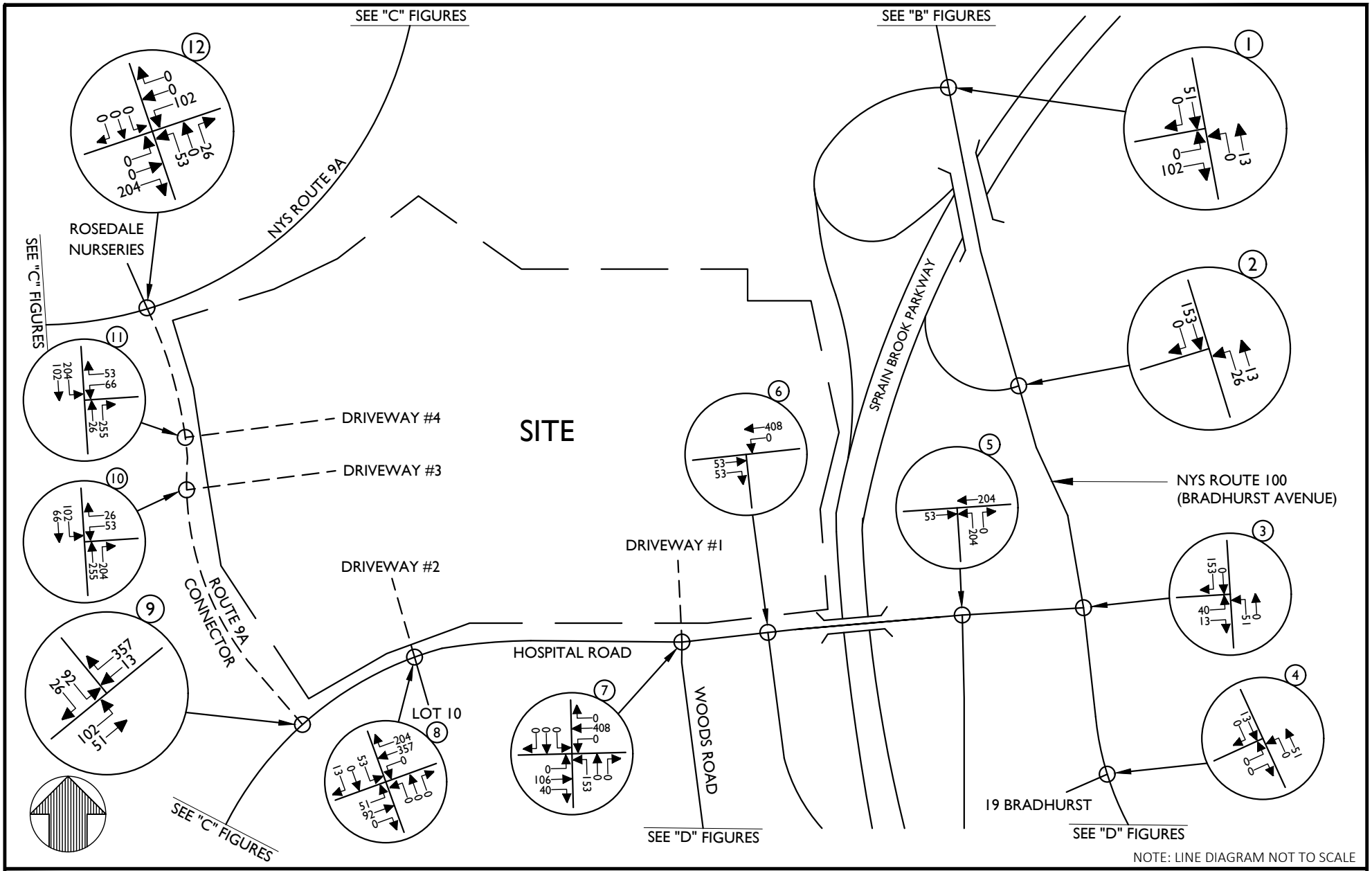
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK PM HOUR
RETAIL/GROCERY/PHARMACY/FITNESS

SHEET NUMBER:
FIGURE NO. 45-D



MASER CONSULTING P.A.
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

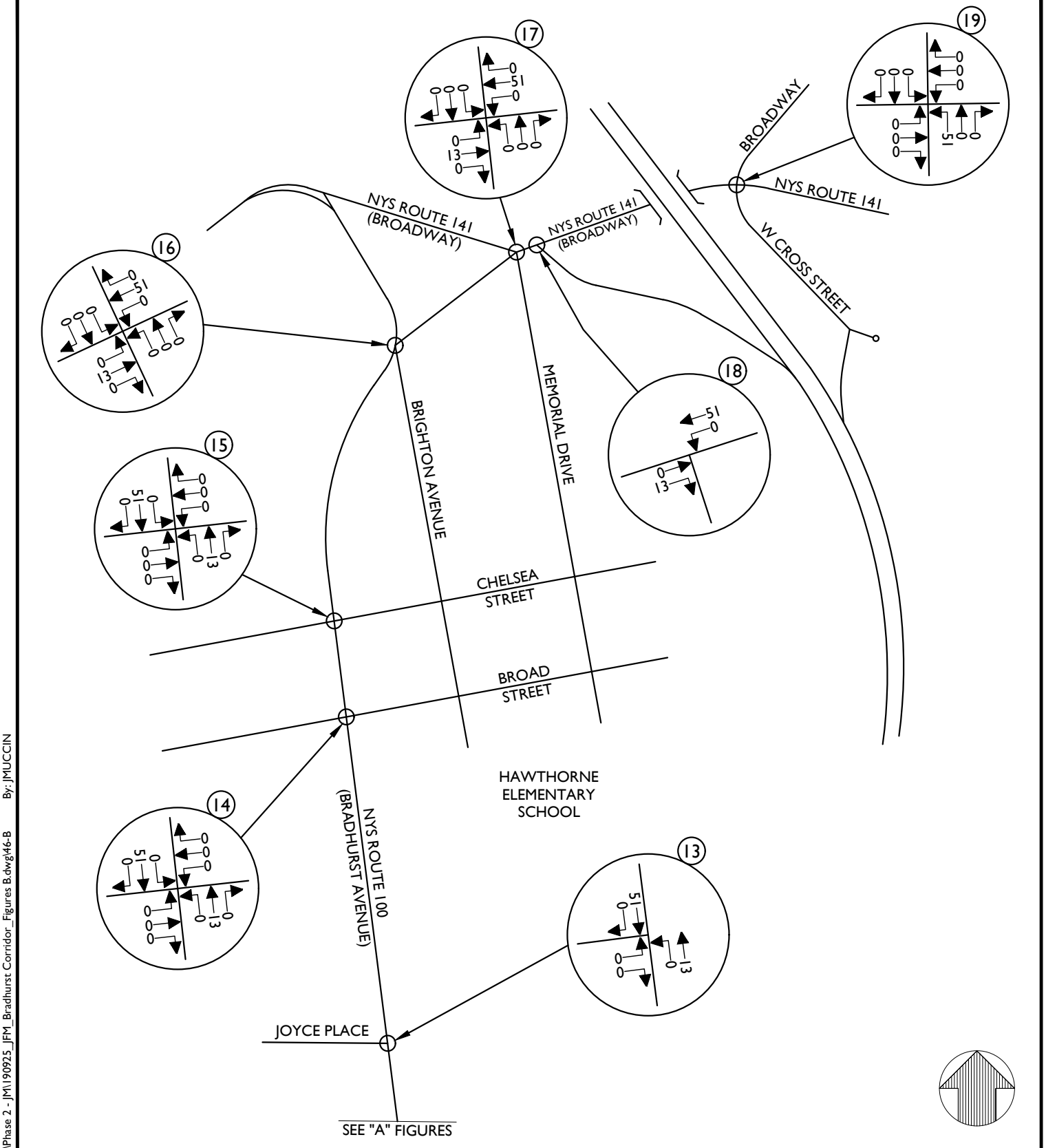
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK AM HOUR
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 46-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

■ NEW JERSEY
• Red Bank • Clinton
• Hamilton • Egg Harbor
• Montvale • Mt. Arlington
• Mt. Laurel

■ NEW YORK
• Albany • New Windsor
• Westchester

■ NEW MEXICO
• Albuquerque

■ MARYLAND
• Columbia

■ TEXAS
• College Station

■ FLORIDA
• Tampa • Orlando
• Miami • Jacksonville

■ PENNSYLVANIA
• Lehigh Valley • Exton
• Philadelphia • Pittsburgh

■ NORTH CAROLINA
• Charlotte • Raleigh

■ VIRGINIA
• Sterling • Norfolk

■ TENNESSEE
• Nashville

■ INDIANA
• Lafayette

■ COLORADO
• Denver

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

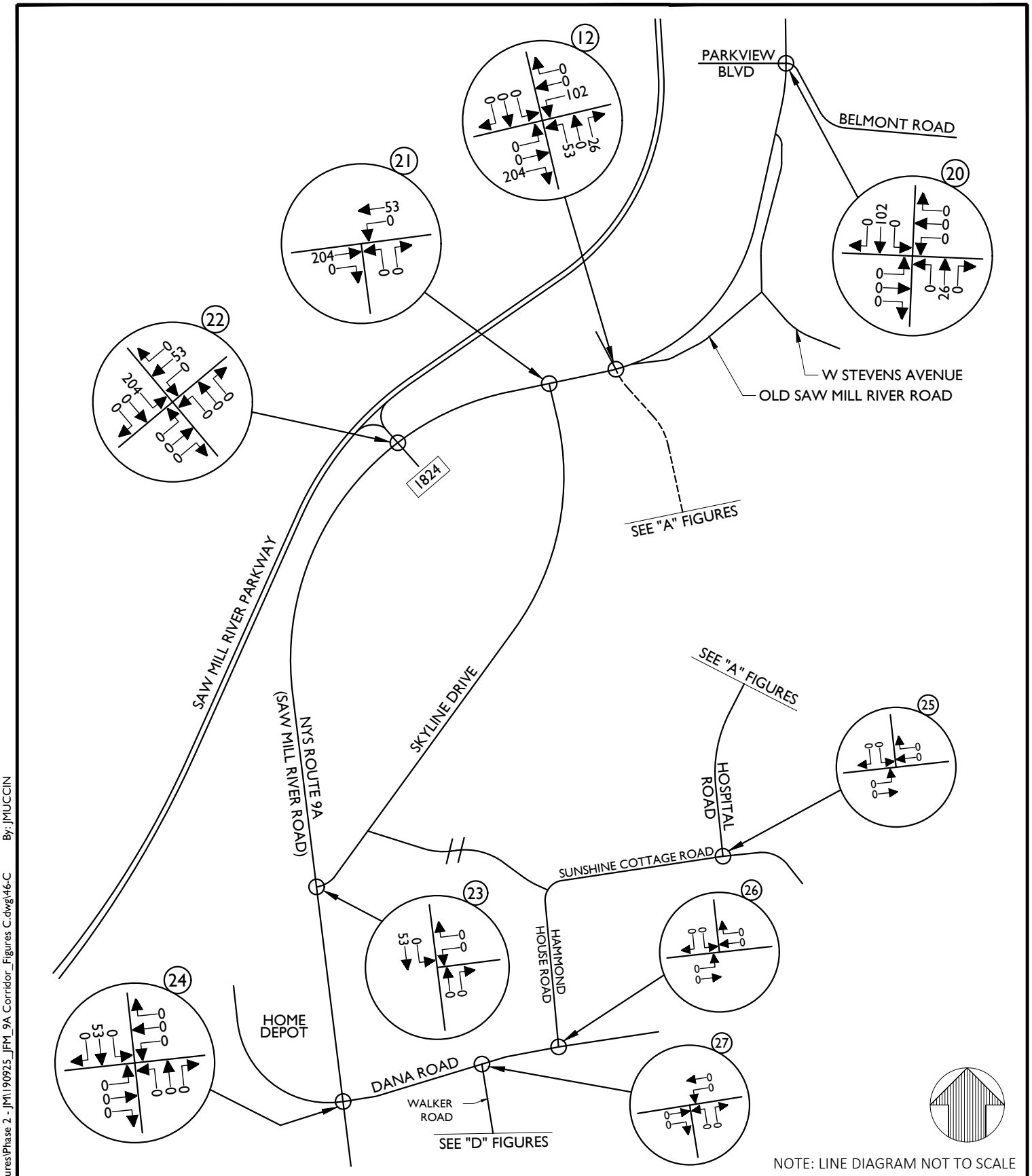
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK AM HOUR
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 46-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\46-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
■ NEW YORK • Albany • New Windsor • Westchester
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Orlando • Miami • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

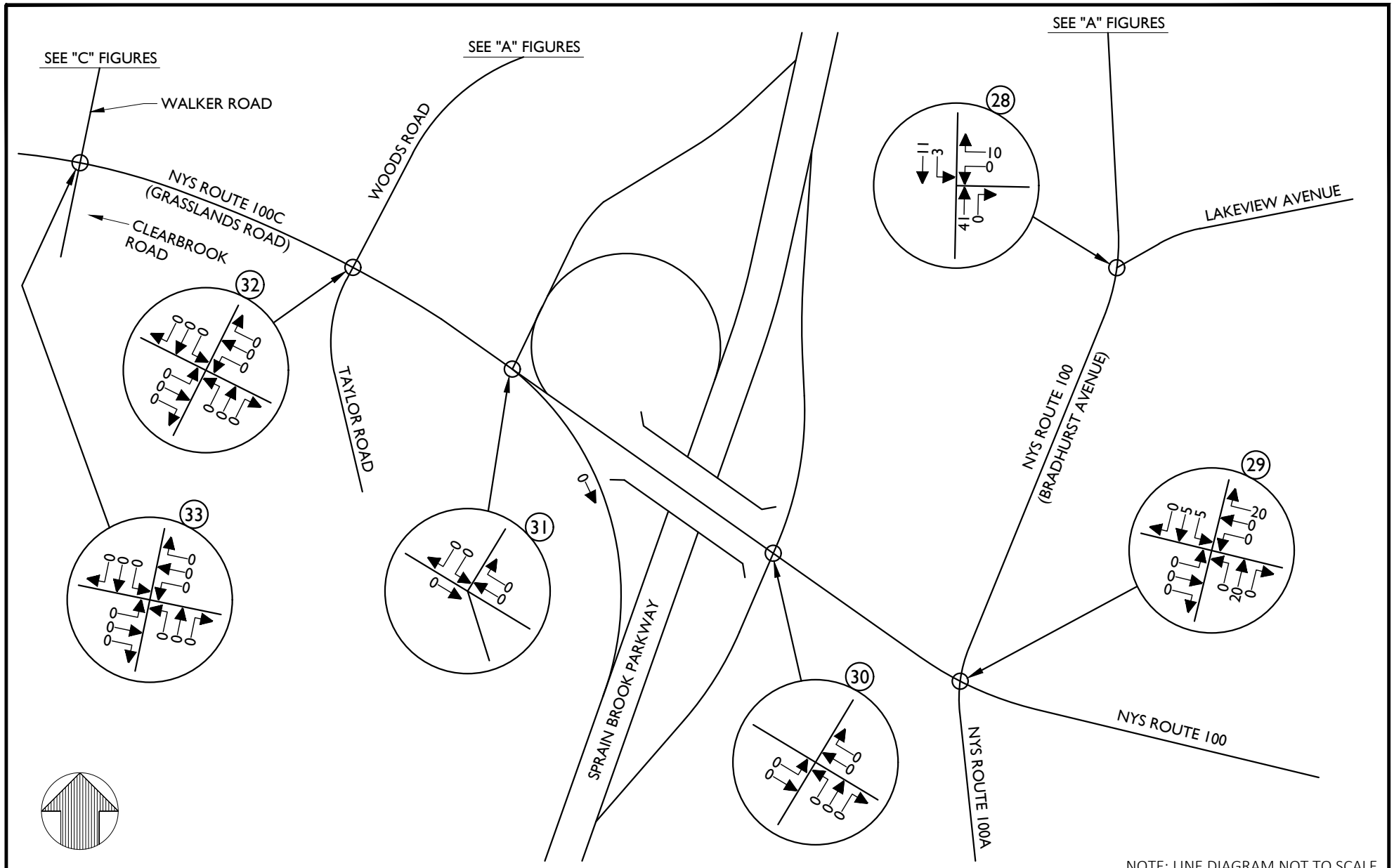
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
MEDICAL OFFICE/BIOTECH RESEARCH
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 46-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\46-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

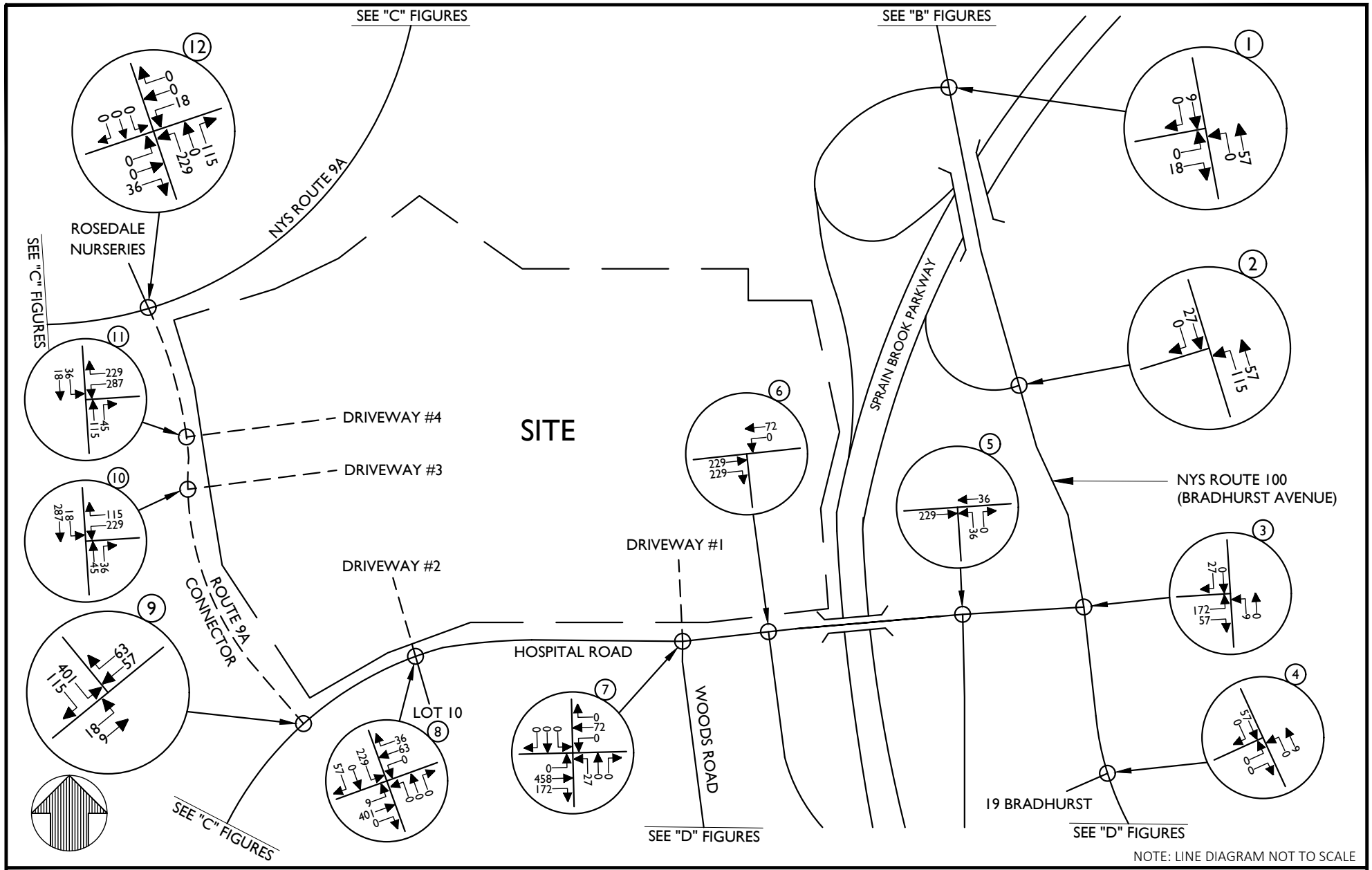
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK AM HOUR
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 46-D



MASER CONSULTING P.A.
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

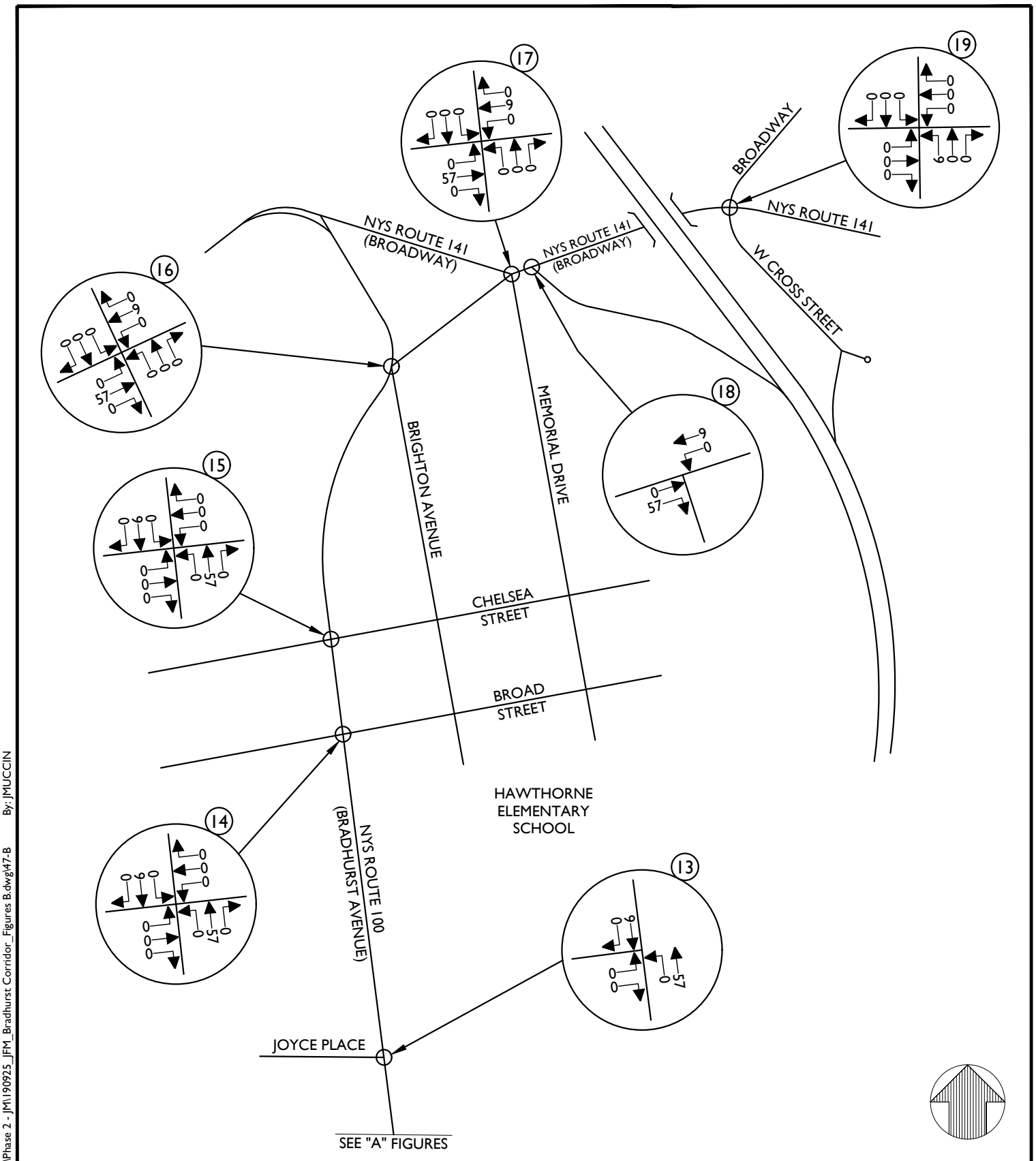
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK PM HOUR
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 47-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

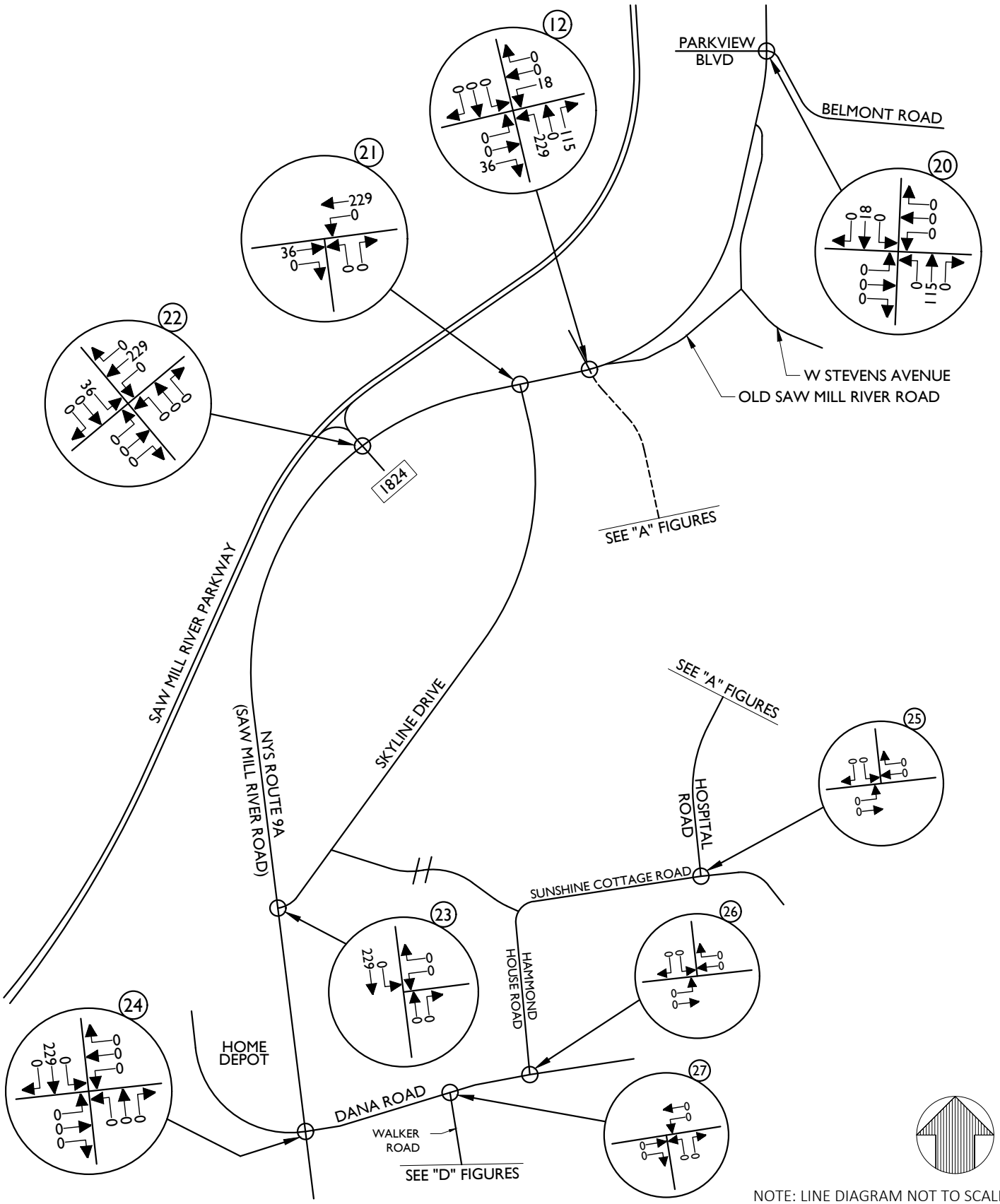
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK PM HOUR
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 47-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\47-B By: JMUCCIN



MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

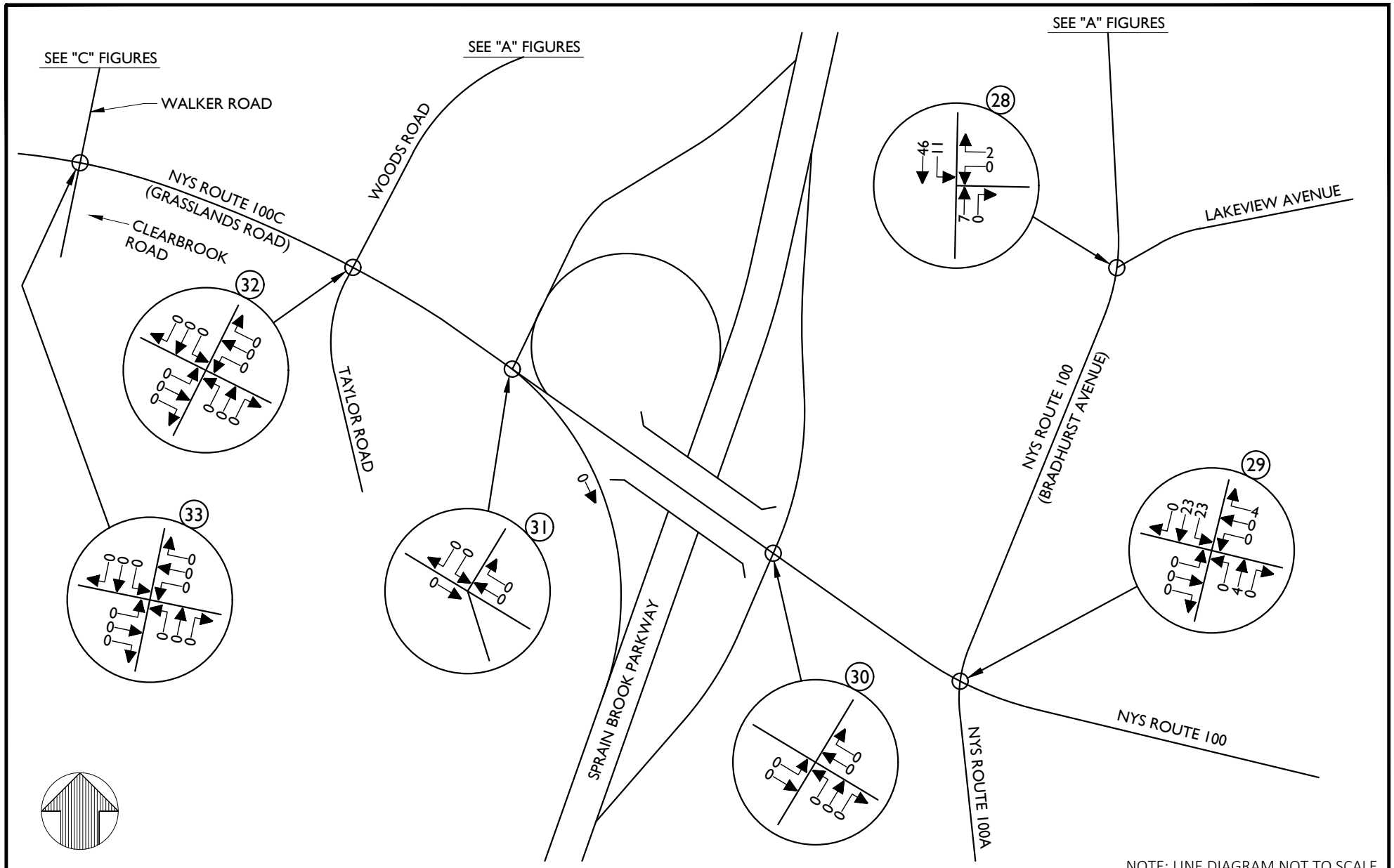
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
MEDICAL OFFICE/BIOTECH RESEARCH
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 47-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\47-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

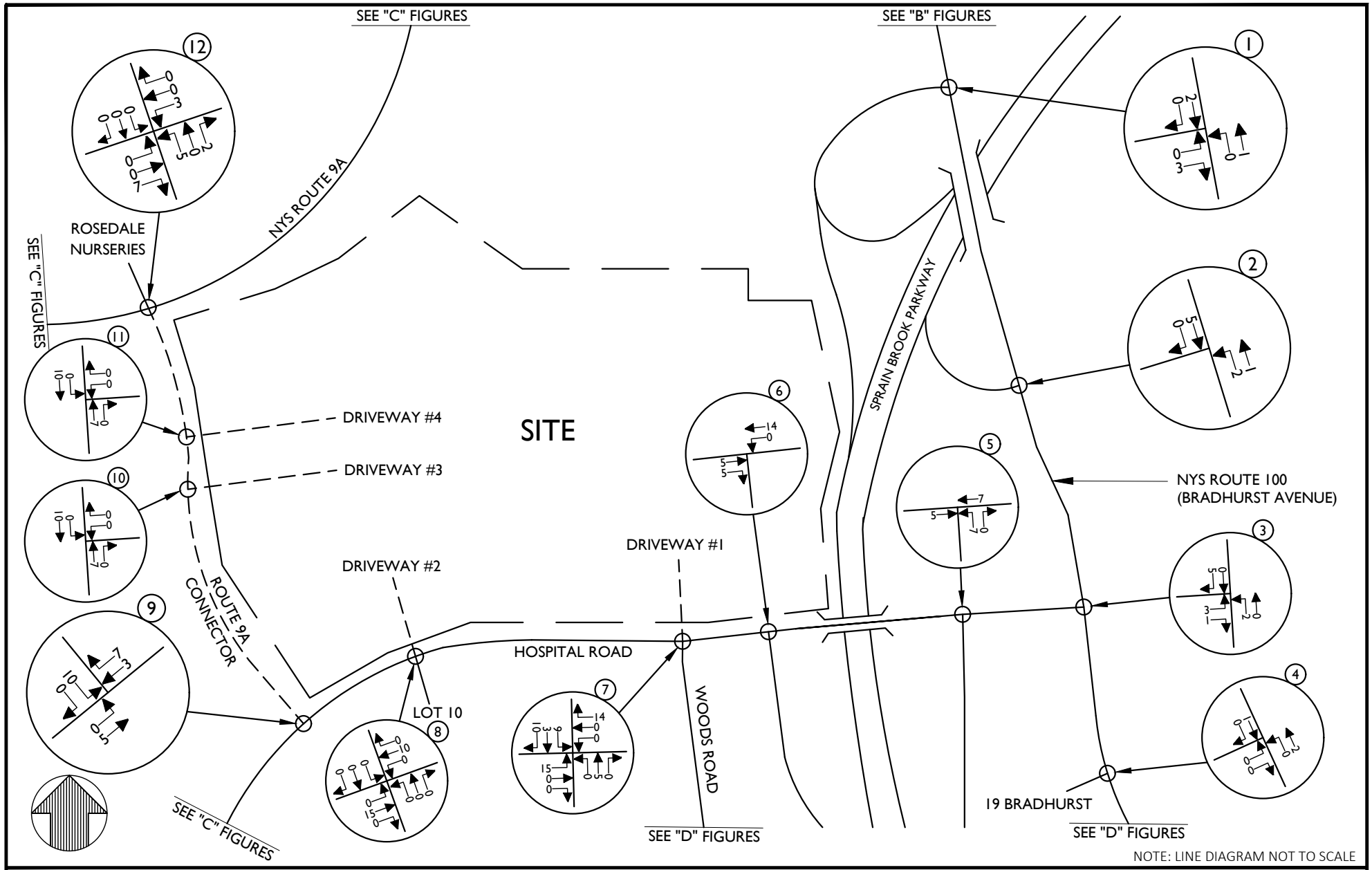
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK PM HOUR
MEDICAL OFFICE/BIOTECH RESEARCH

SHEET NUMBER:
FIGURE NO. 47-D



MASER CONSULTING P.A.
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
Red Bank, NJ · Clinton, NJ · Hamilton, NJ · Egg Harbor, NJ · Montvale, NJ · Mt. Arlington, NJ · Mt. Laurel, NJ · Albany, NY · Newburgh, NY · Weschester, NY · Columbia, MD · Lehigh Valley, PA · Exton, PA · Philadelphia, PA · Pittsburgh, PA · Tampa, FL · Orlando, FL · Miami, FL · Sterling, VA · Norfolk, VA · Albuquerque, NM · Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

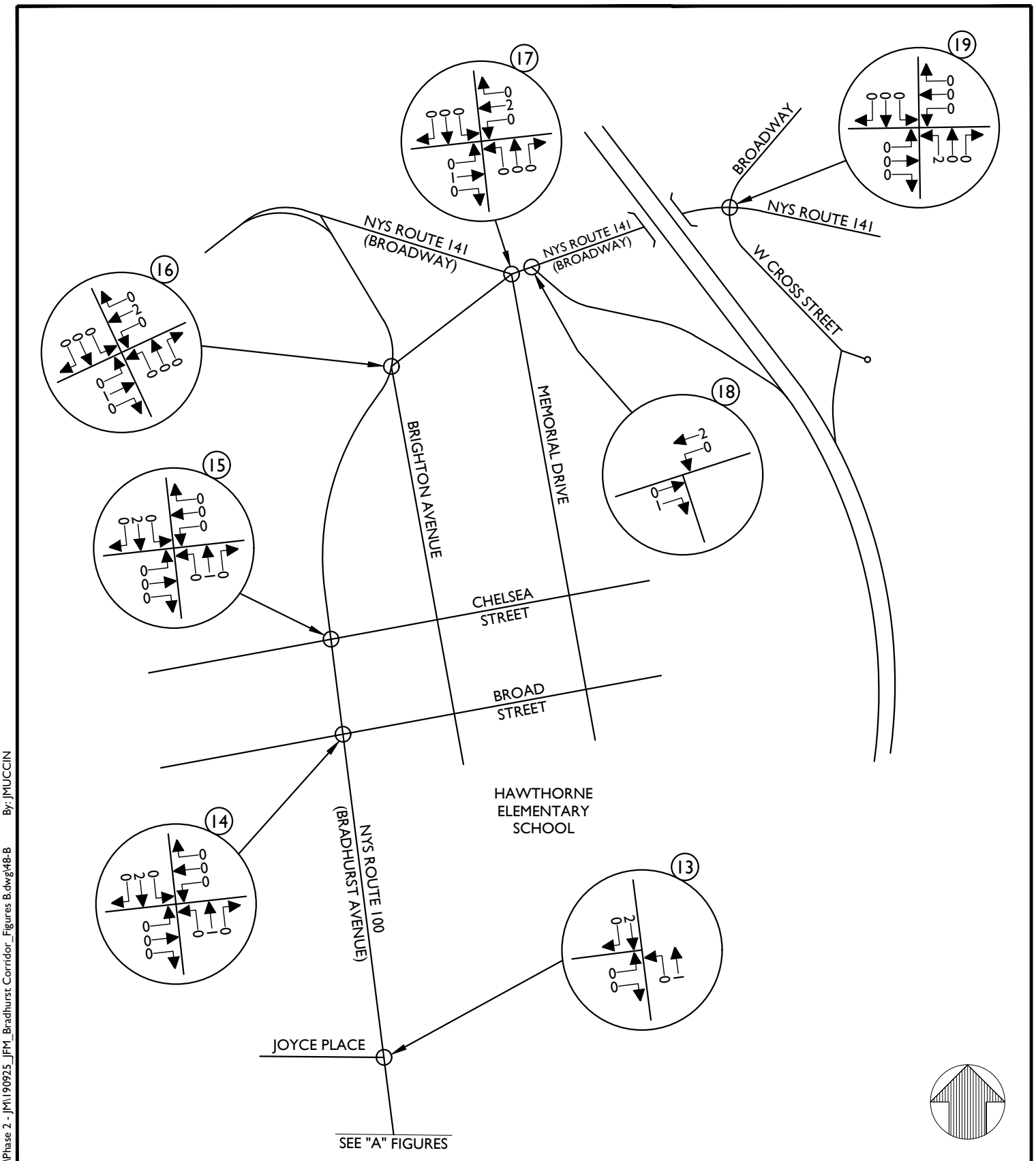
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK AM HOUR
HOTEL

SHEET NUMBER:
FIGURE NO. 48-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

■ **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
■ **NEW YORK** • Albany • New Windsor • Westchester
■ **NEW MEXICO** • Albuquerque
■ **MARYLAND** • Columbia
■ **TEXAS** • College Station
■ **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
■ **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ **NORTH CAROLINA** • Charlotte • Raleigh
■ **VIRGINIA** • Sterling • Norfolk
■ **TENNESSEE** • Nashville
■ **INDIANA** • Lafayette
■ **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

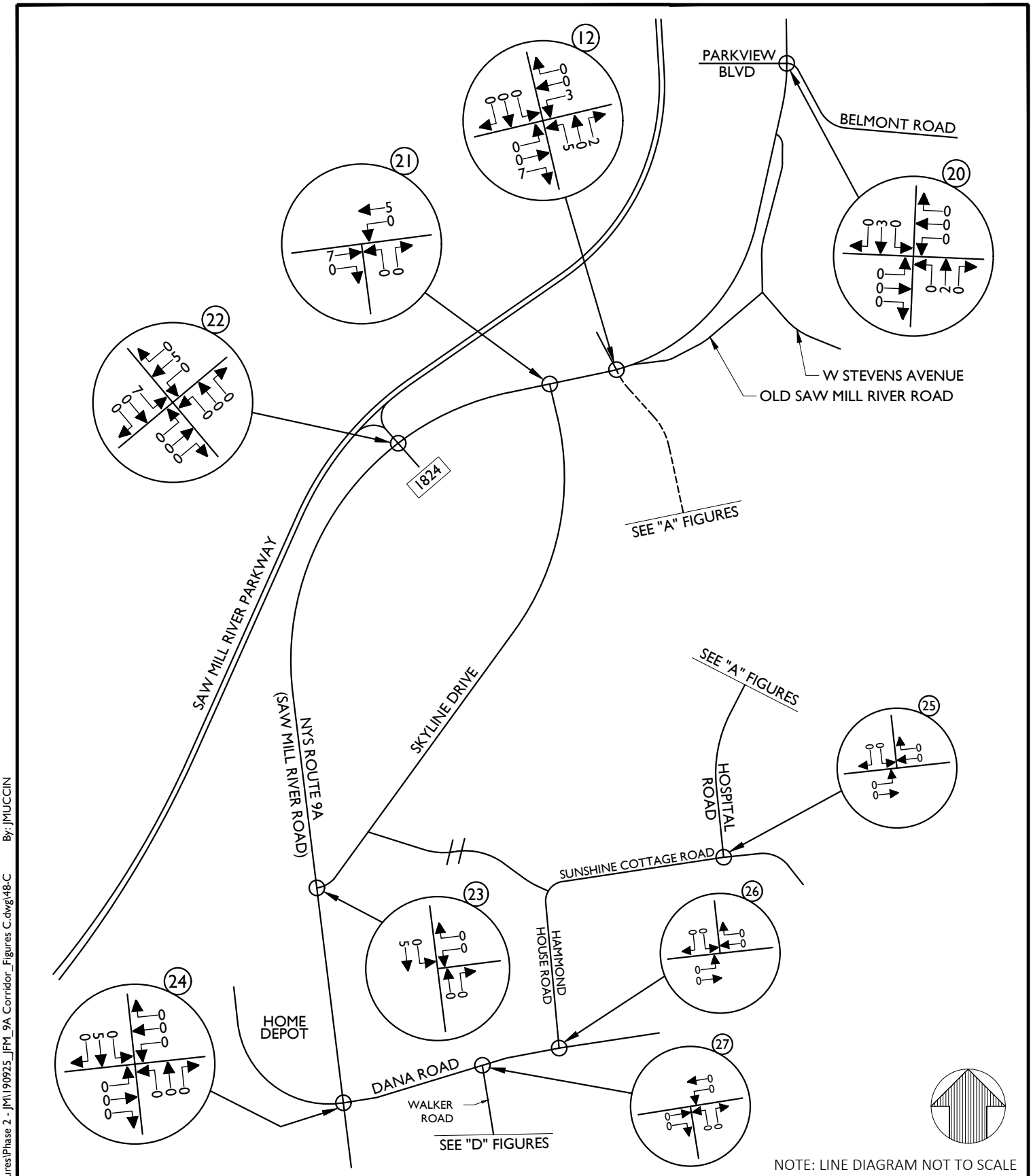
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK AM HOUR
HOTEL

SHEET NUMBER:
FIGURE NO. 48-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\48-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

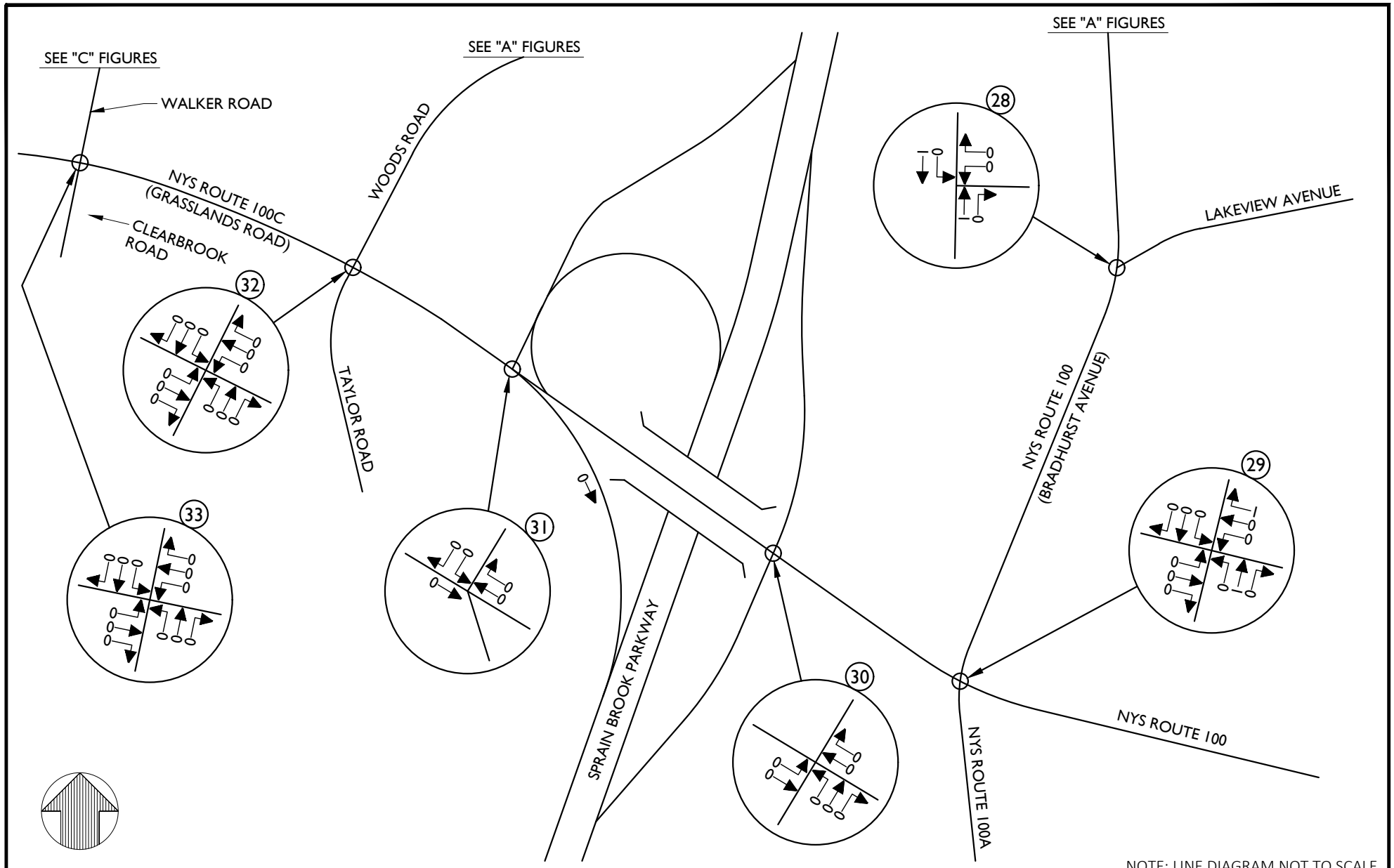
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
HOTEL
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 48-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\48-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

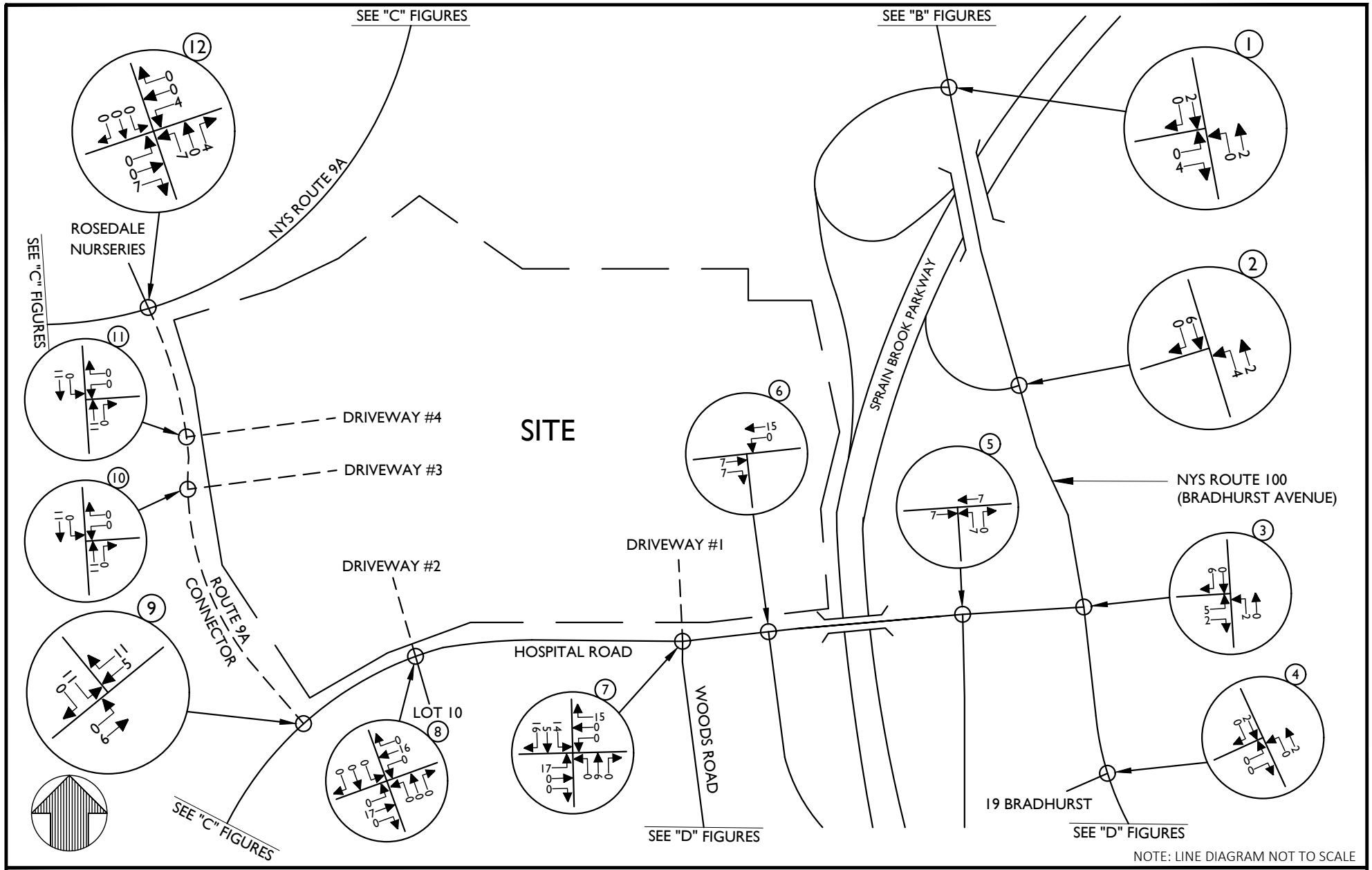
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK AM HOUR
HOTEL

SHEET NUMBER:
FIGURE NO. 48-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

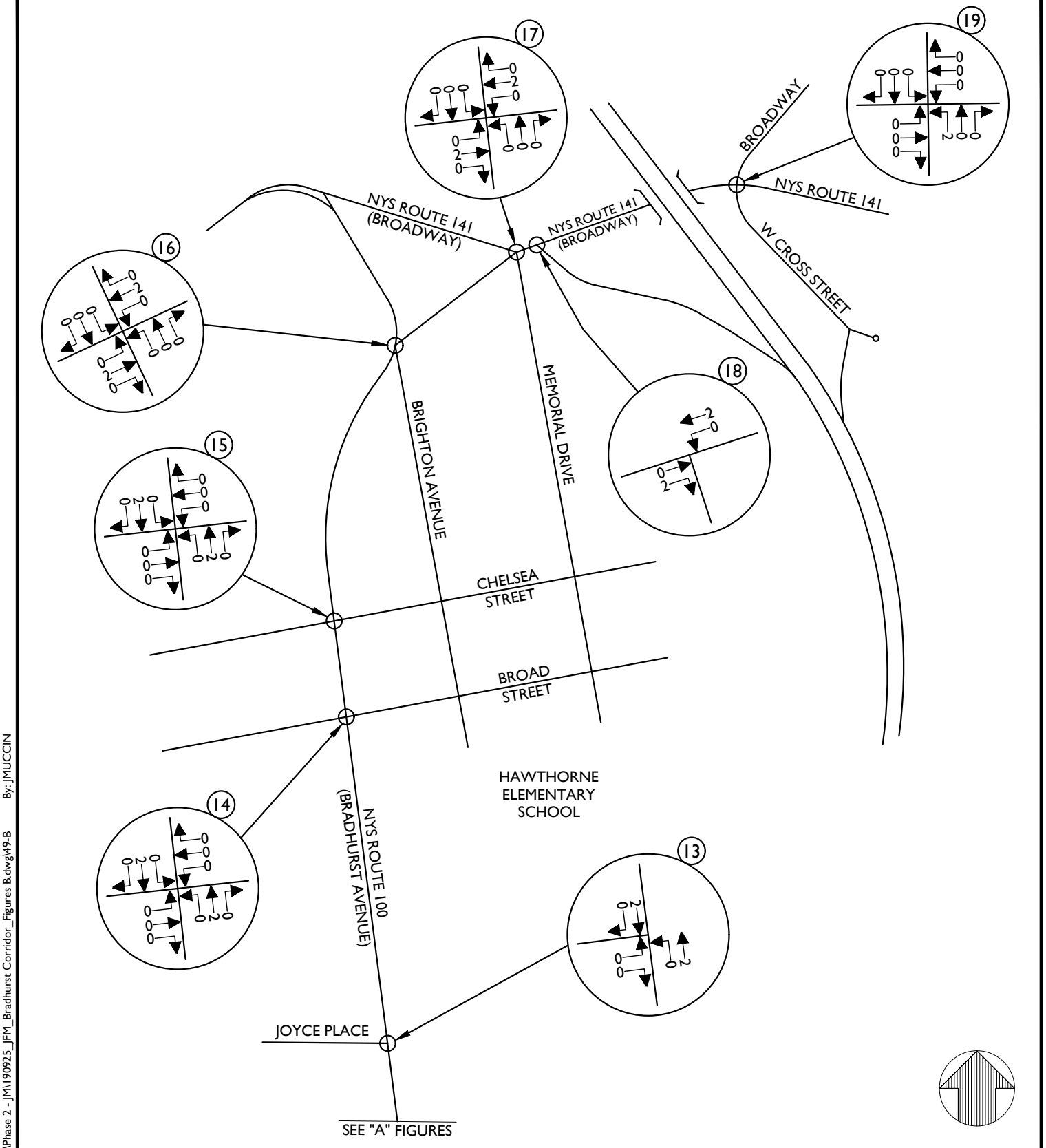
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK PM HOUR
HOTEL

SHEET NUMBER:
FIGURE NO. 49-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

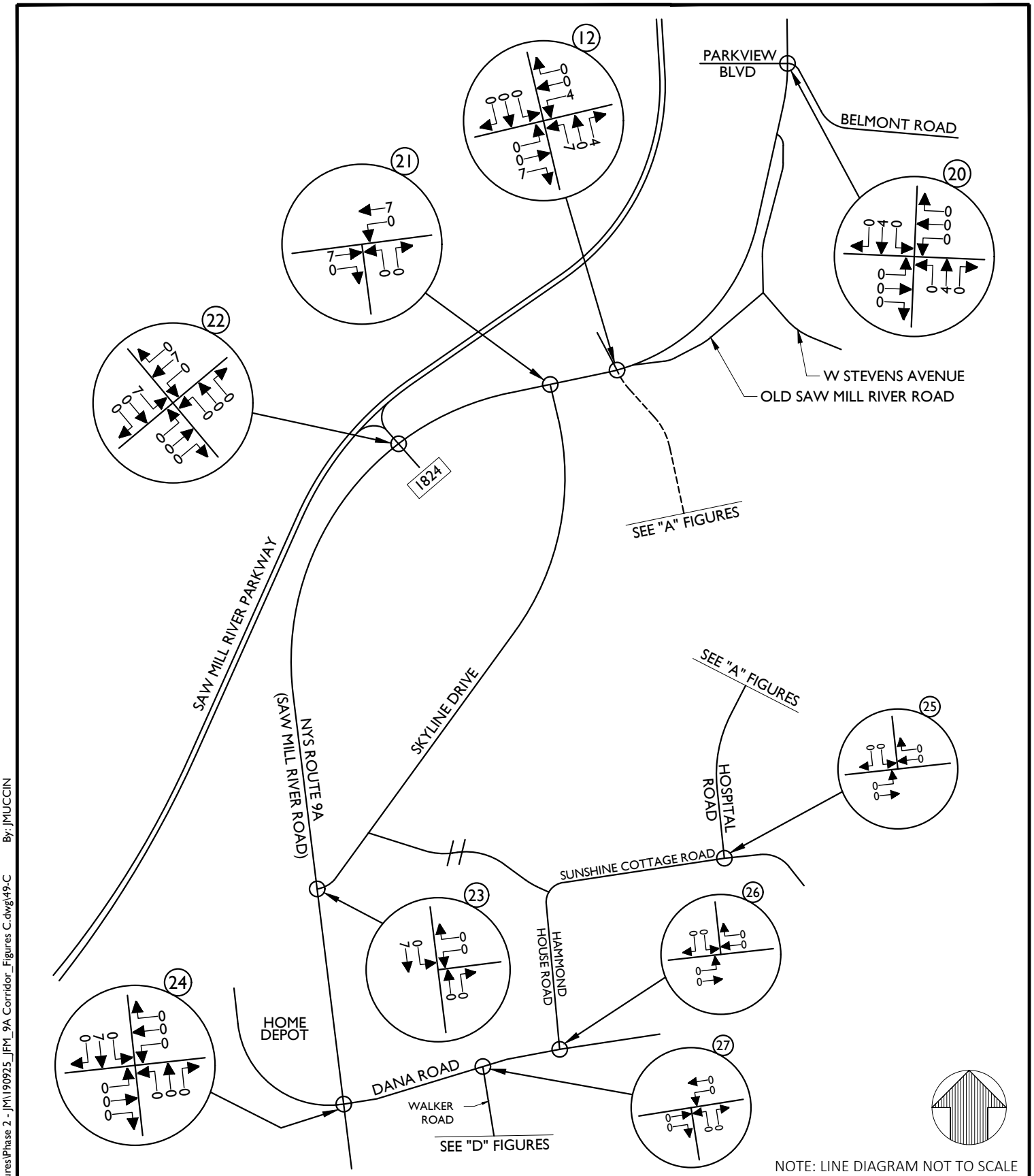
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK PM HOUR
HOTEL

SHEET NUMBER:
FIGURE NO. 49-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\49-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

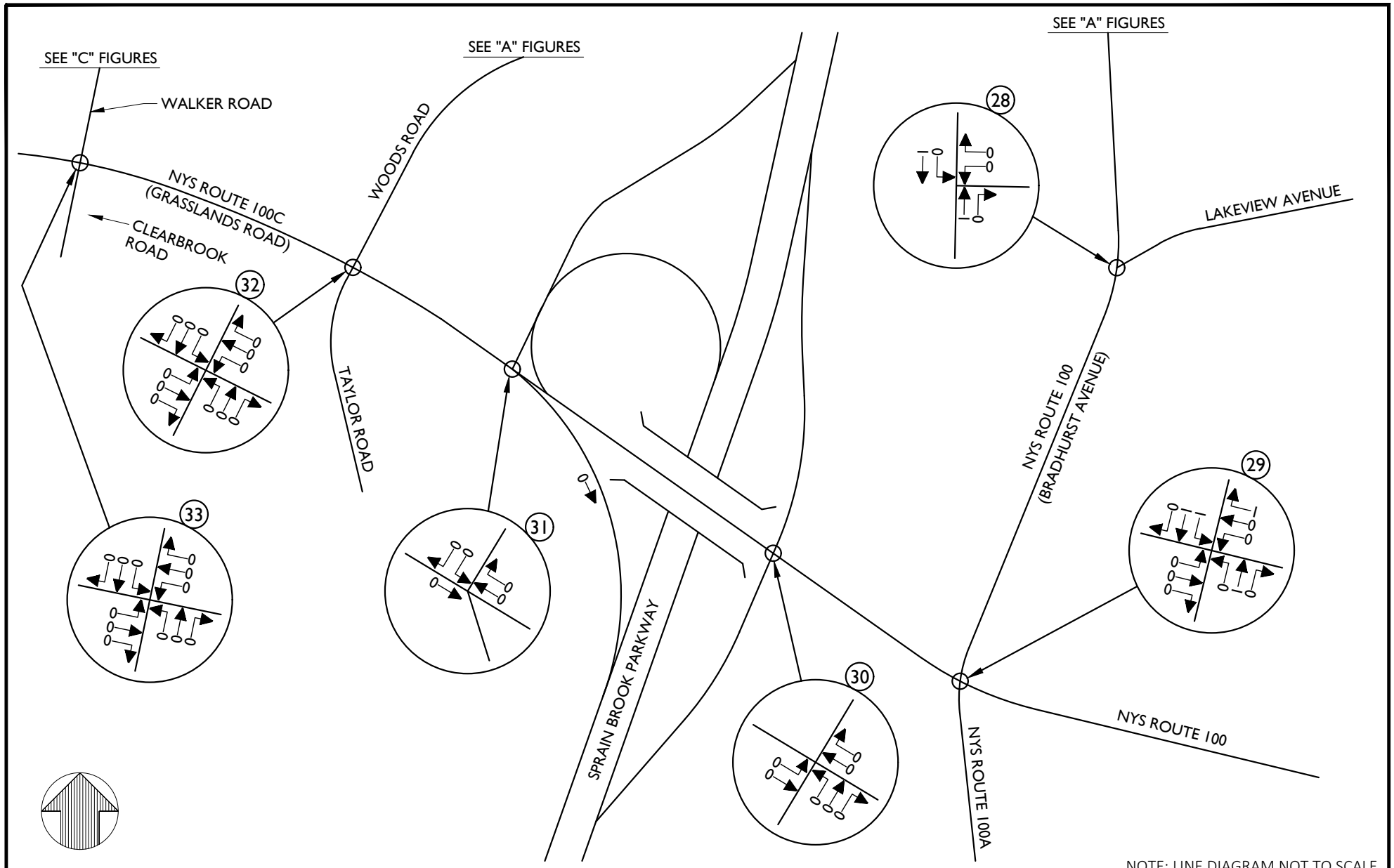
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
HOTEL
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 49-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\49-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

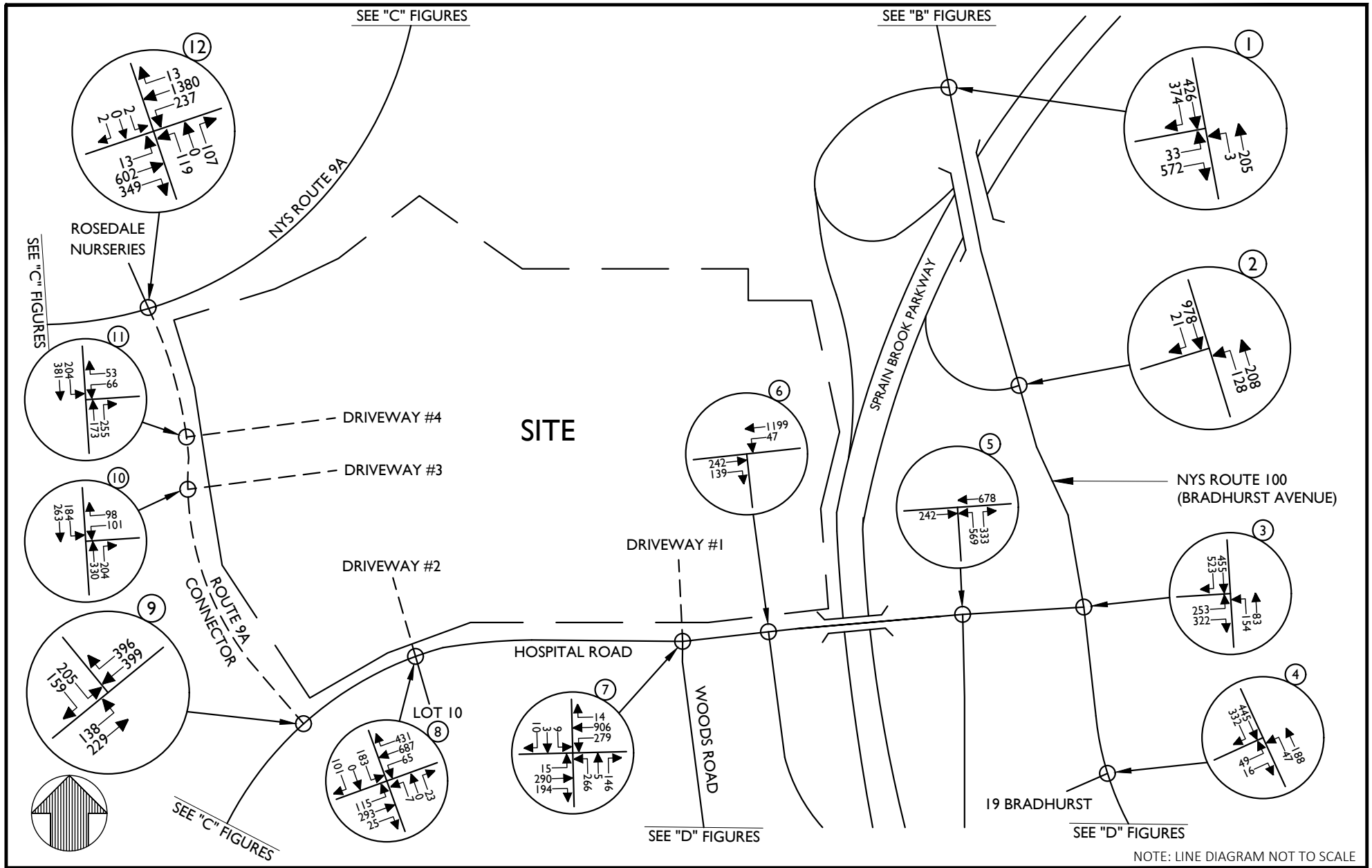
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK PM HOUR
HOTEL

SHEET NUMBER:
FIGURE NO. 49-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

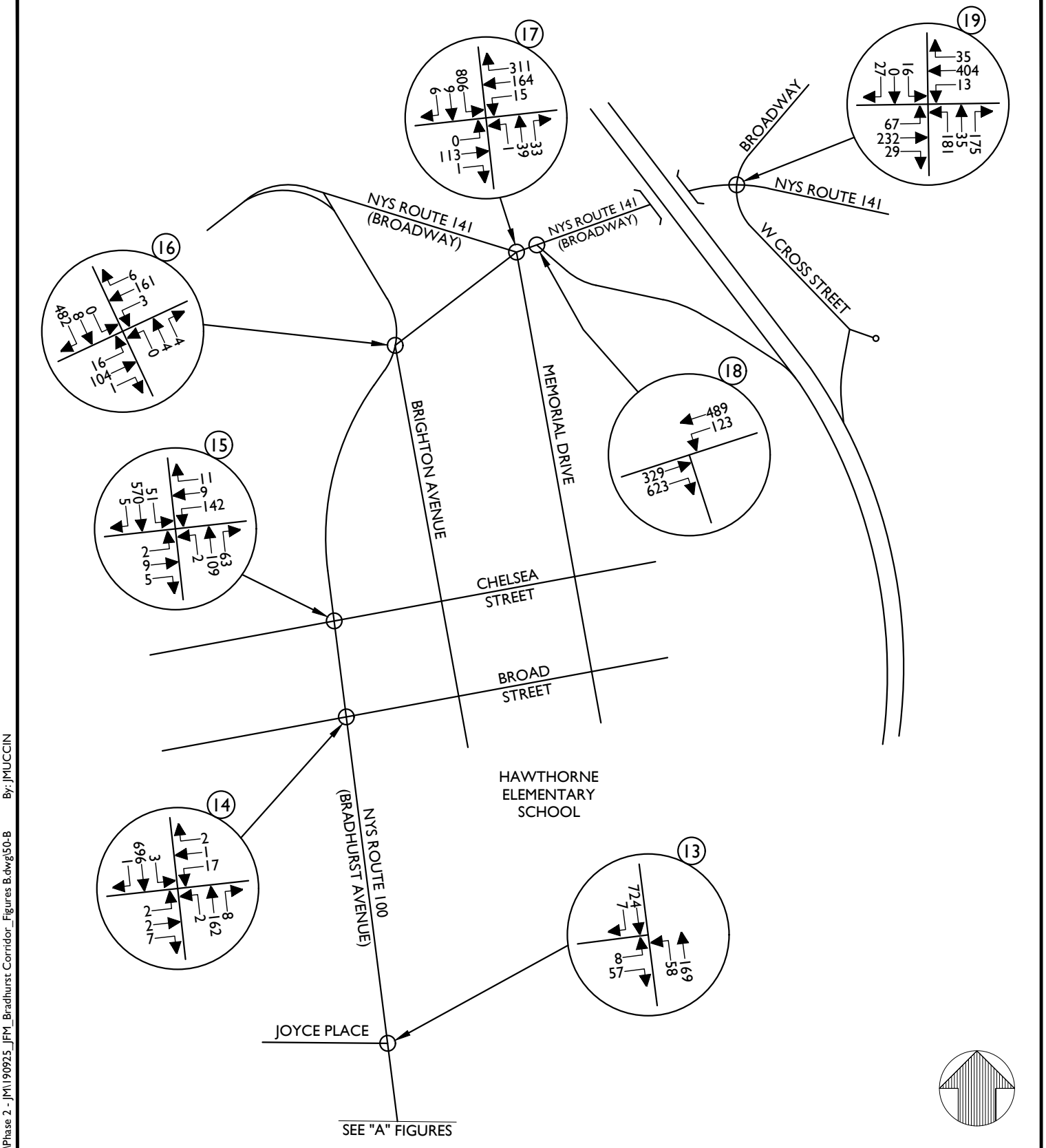
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
2039 BUILD TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 50-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Monroe, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

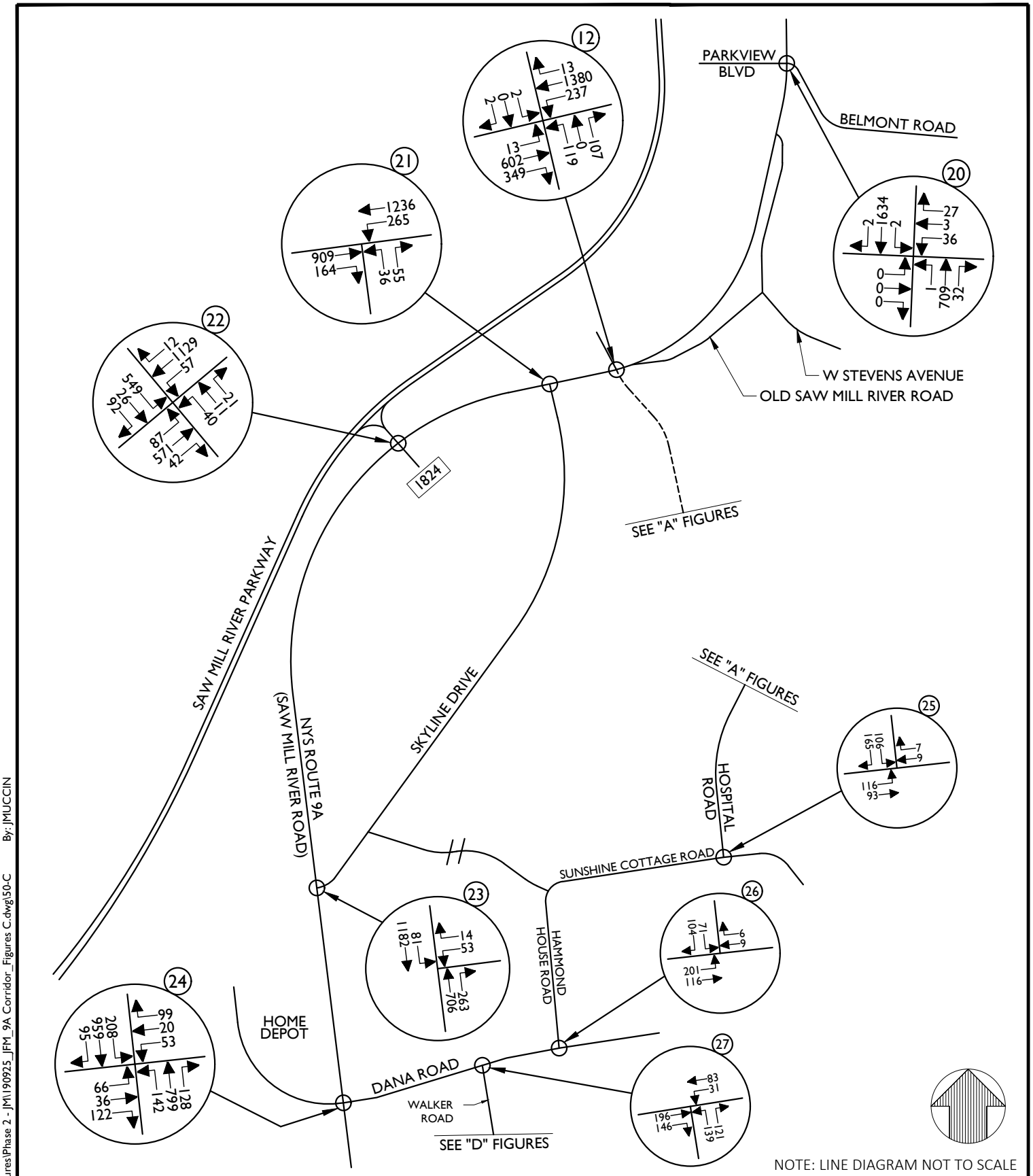
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
2039 BUILD TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 50-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\50-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019, Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

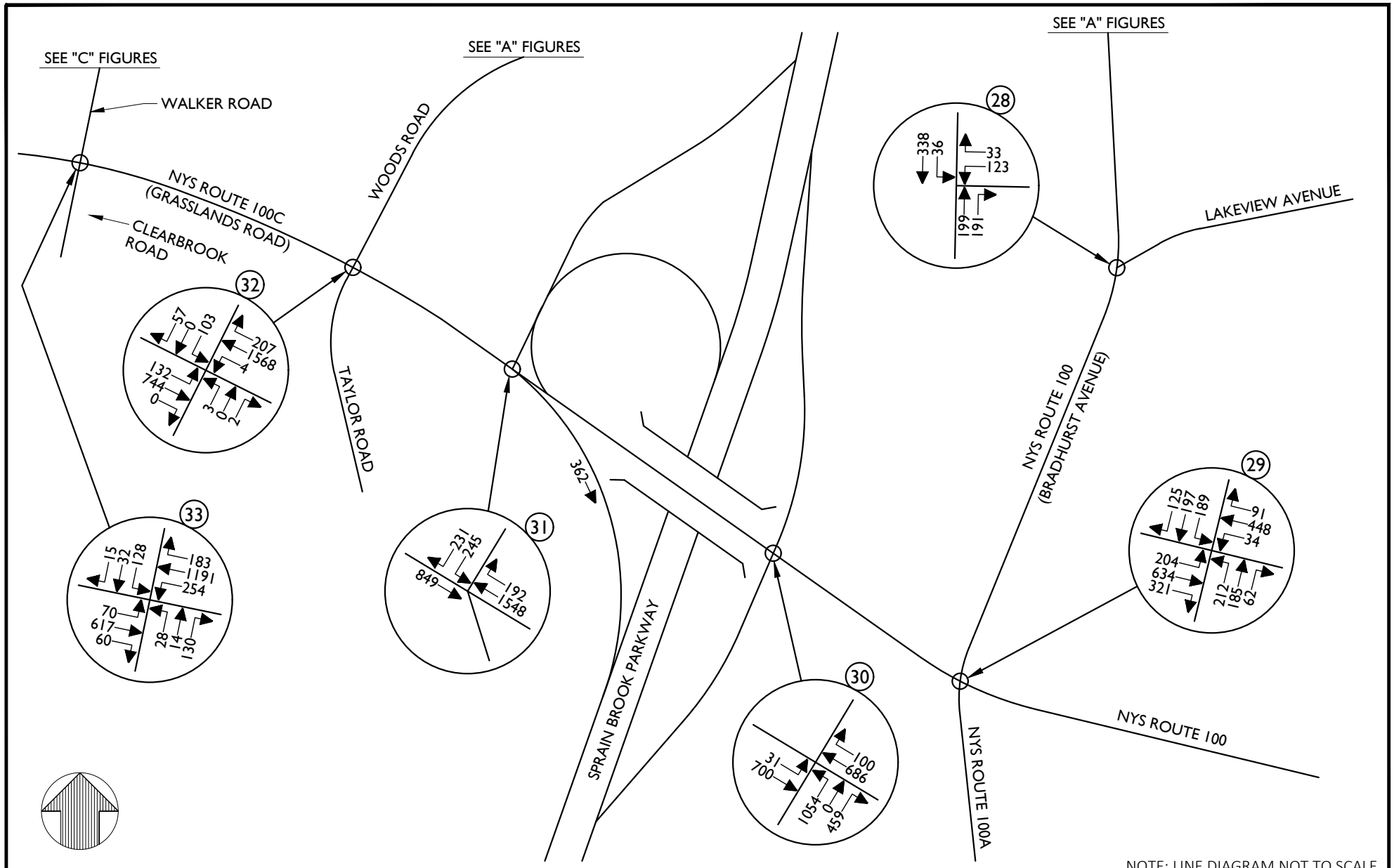
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
2039 BUILD TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 50-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\50-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

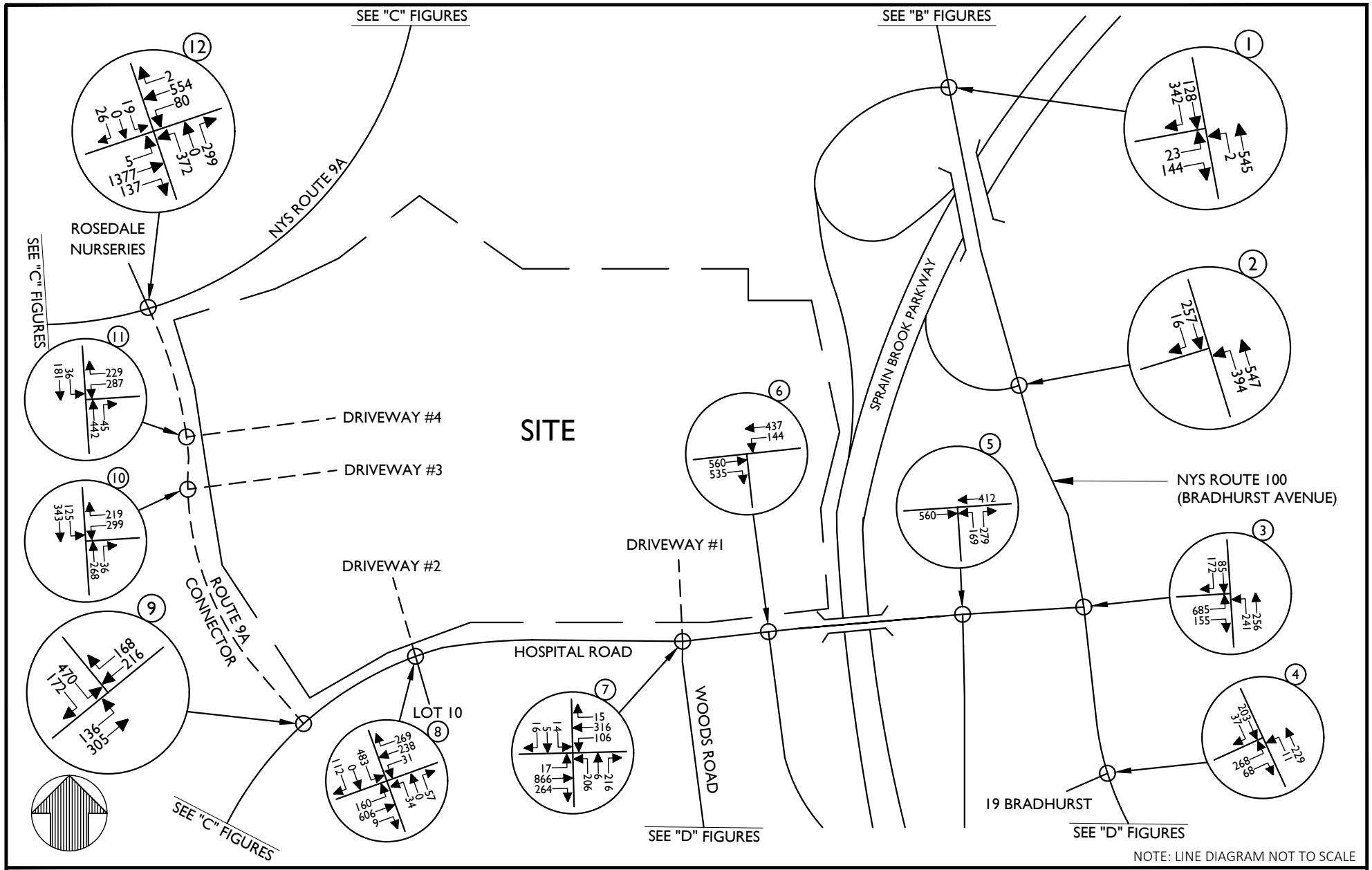
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
2039 BUILD TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 50-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

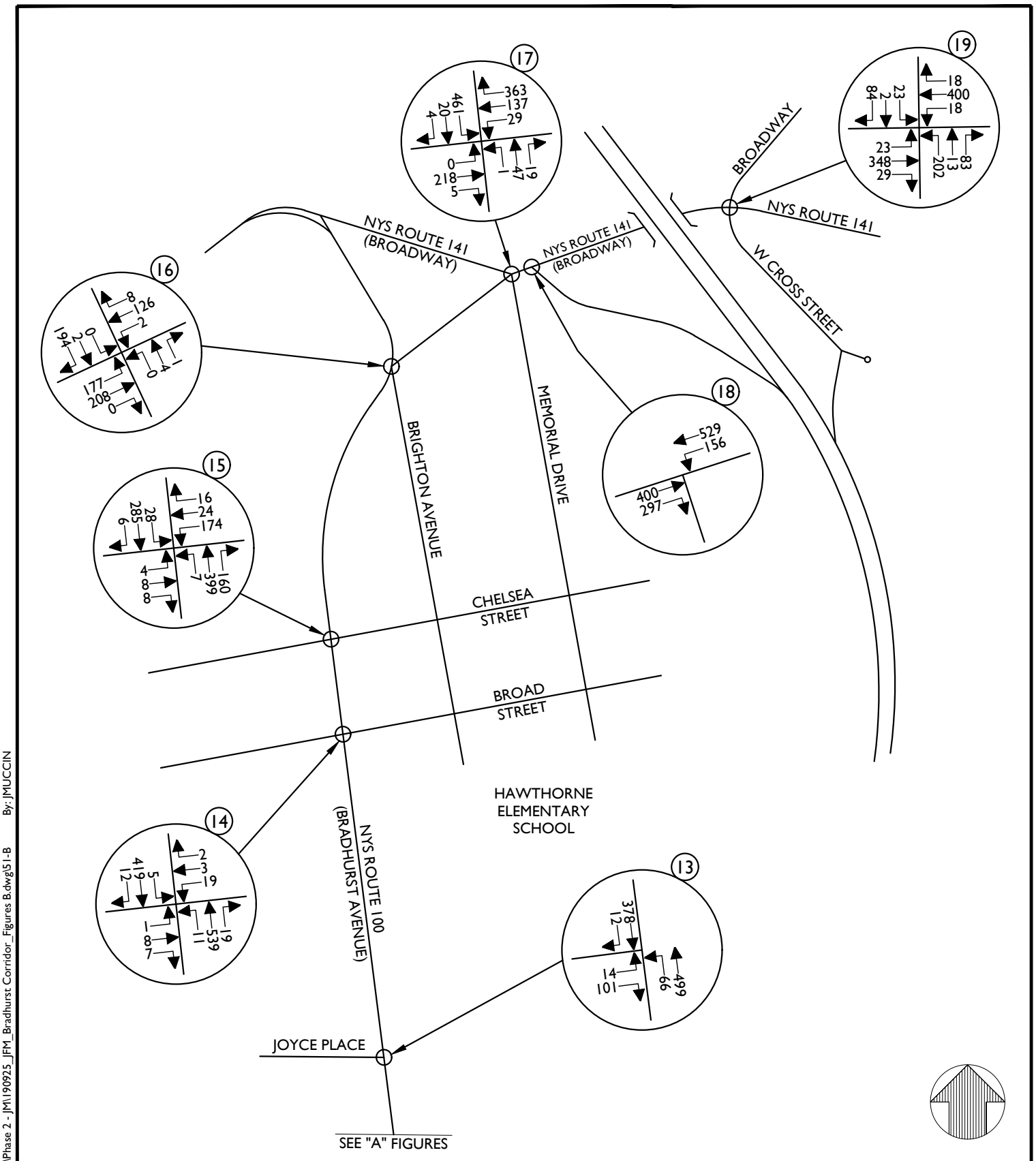
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
2039 BUILD TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 51-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

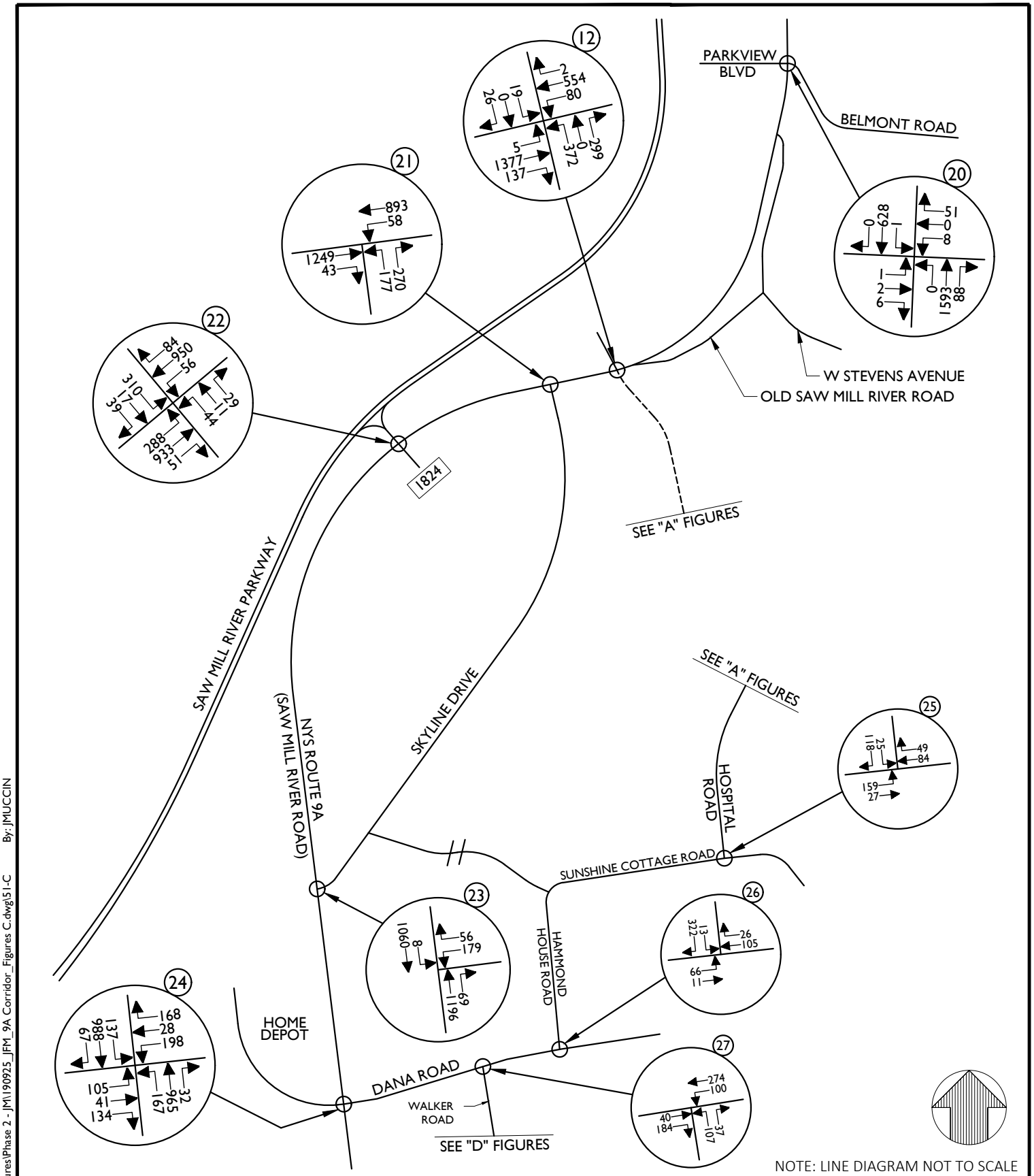
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
2039 BUILD TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 51-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\51-B By: JMUCCIN



MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

■ NEW JERSEY
• Red Bank • Clinton
• Hamilton • Egg Harbor
• Montvale • Mt. Arlington
• Mt. Laurel

■ NEW YORK
• Albany • New Windsor
• Westchester

■ NEW MEXICO
• Albuquerque

■ MARYLAND
• Columbia

■ TEXAS
• College Station

■ FLORIDA
• Tampa • Orlando
• Miami • Jacksonville

■ PENNSYLVANIA
• Lehigh Valley • Exton
• Philadelphia • Pittsburgh

■ NORTH CAROLINA
• Charlotte • Raleigh

■ VIRGINIA
• Sterling • Norfolk

■ TENNESSEE
• Nashville

■ INDIANA
• Lafayette

■ COLORADO
• Denver

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

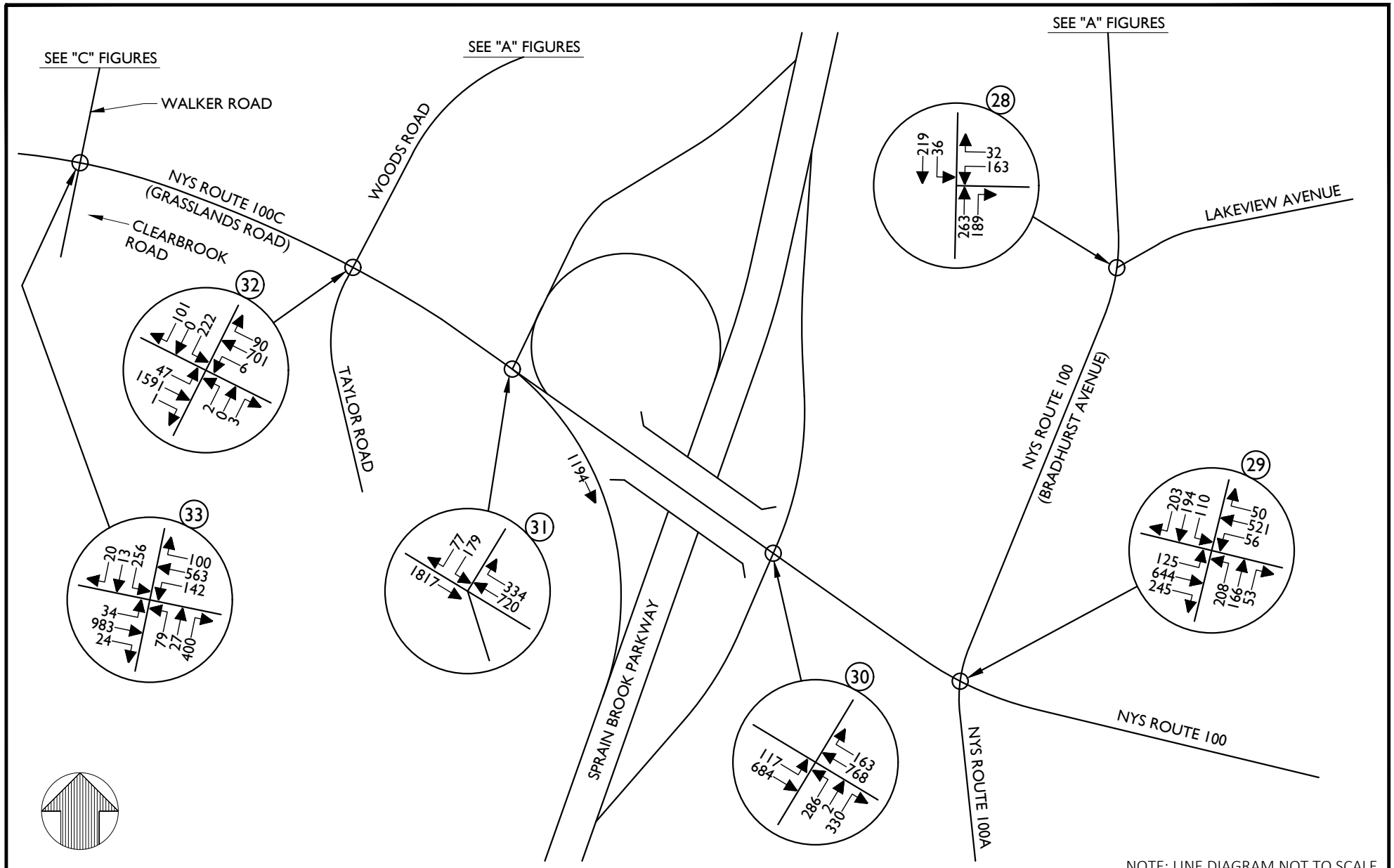
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
2039 BUILD TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 51-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\51-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

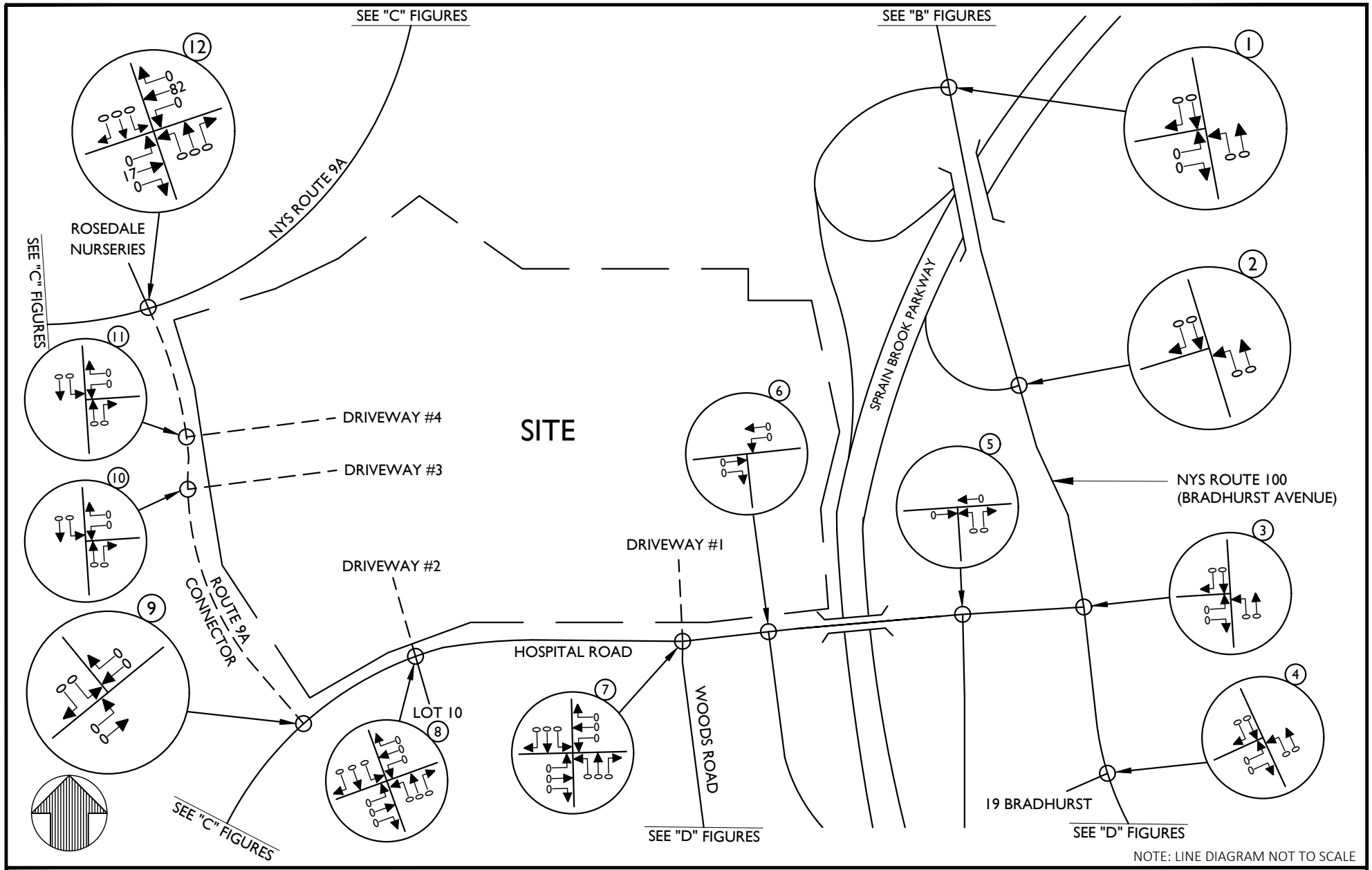
SHEET TITLE:
2039 BUILD TRAFFIC VOLUMES
PHASE 2
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 51-D

NORTH 60

APPENDIX G

PHASE 2
OTHER DEVELOPMENT TRAFFIC VOLUMES



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

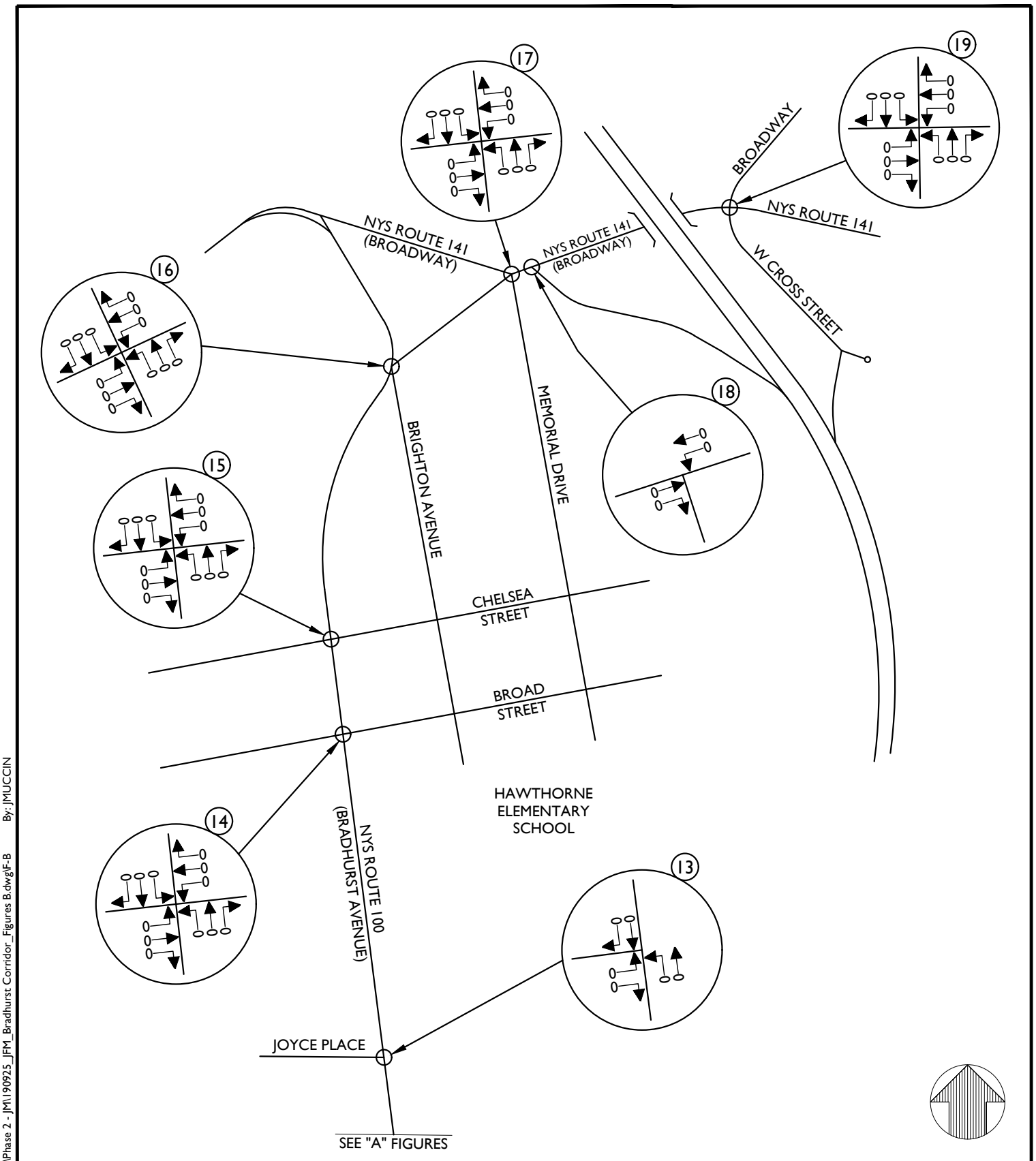
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
LOOP ROAD HOLDINGS (REGENERON)

SHEET NUMBER:
FIGURE NO. F-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- NEW JERSEY: Red Bank, Hamilton, Montvale, Mt. Laurel, Clinton, Egg Harbor, Mt. Arlington
- NEW YORK: Albany, Westchester, New Windsor
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Miami, Orlando, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

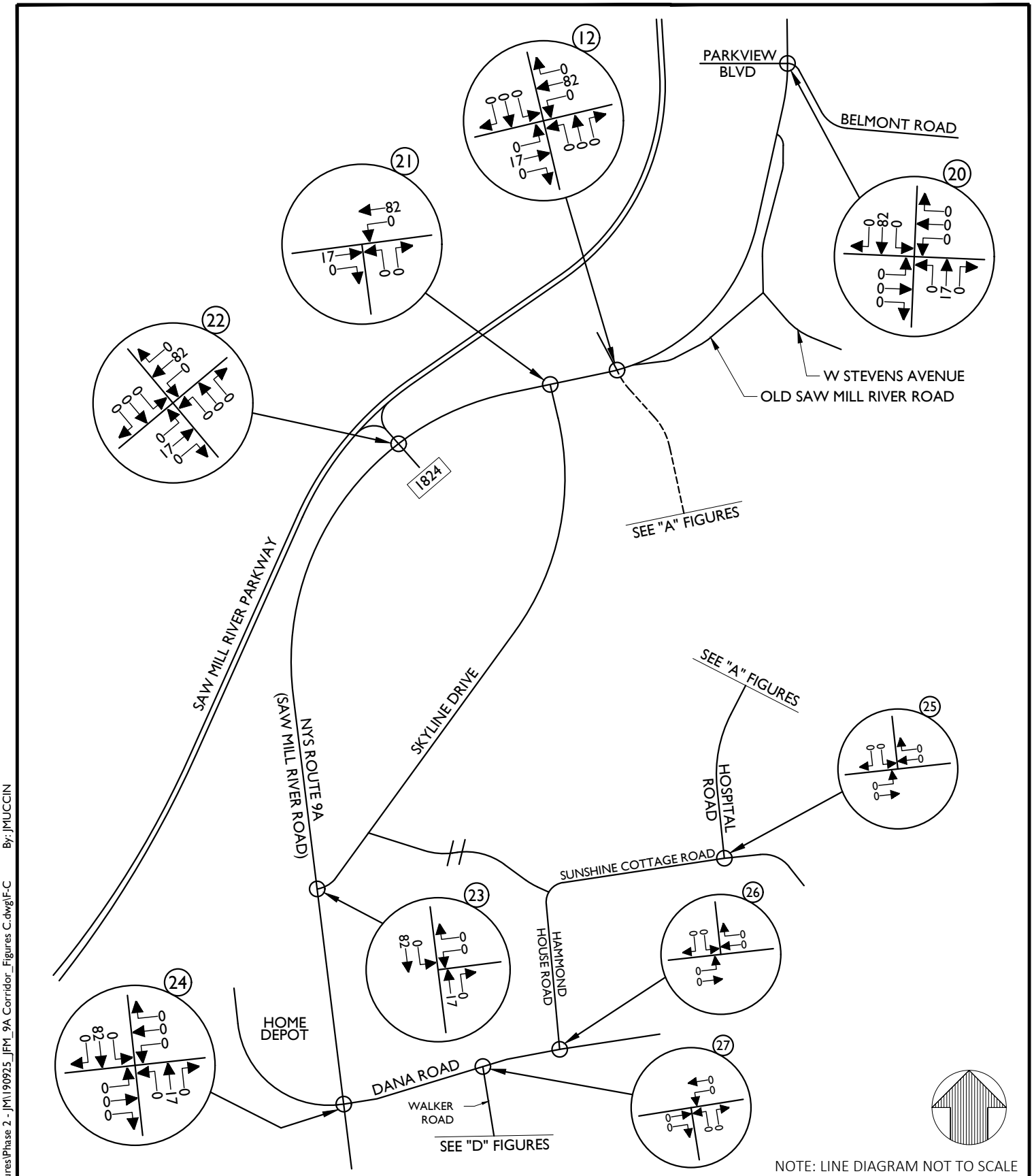
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
LOOP ROAD HOLDINGS (REGENERON)

SHEET NUMBER:
FIGURE NO. F-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\F-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

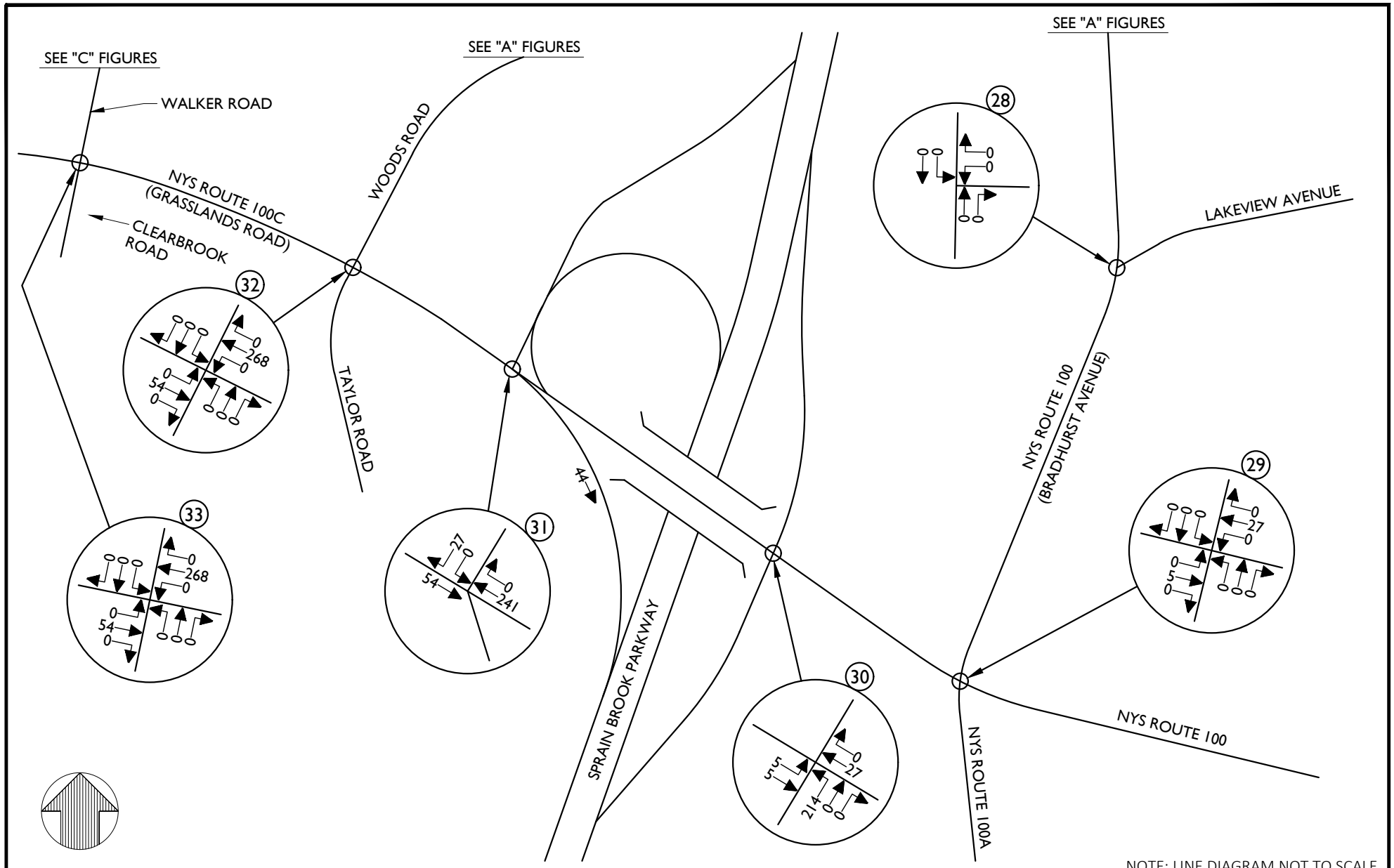
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
LOOP ROAD HOLDINGS (REGENERON)

SHEET NUMBER:
FIGURE NO. F-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\F-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

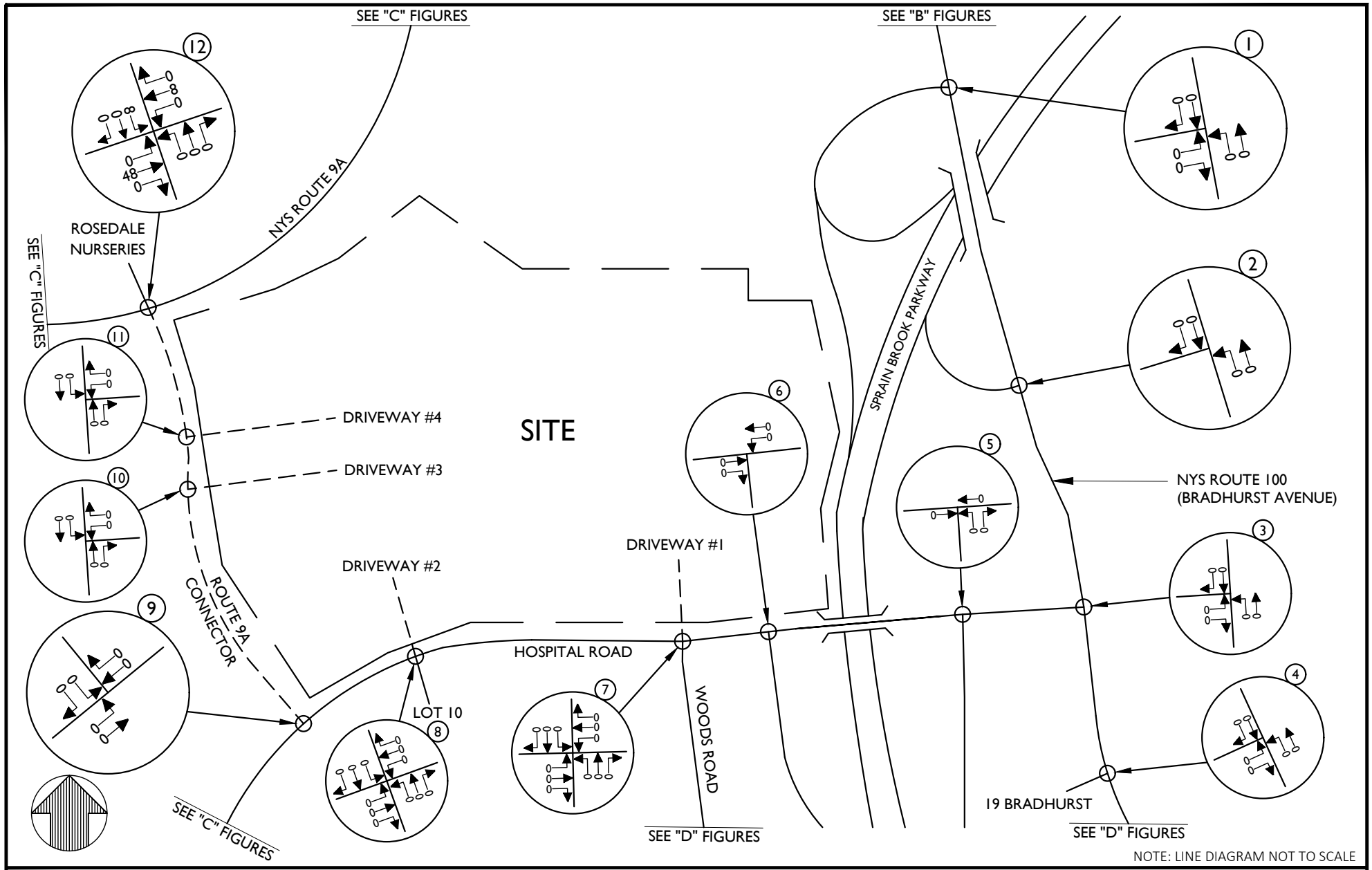
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
LOOP ROAD HOLDINGS (REGENERON)

SHEET NUMBER:
FIGURE NO. F-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

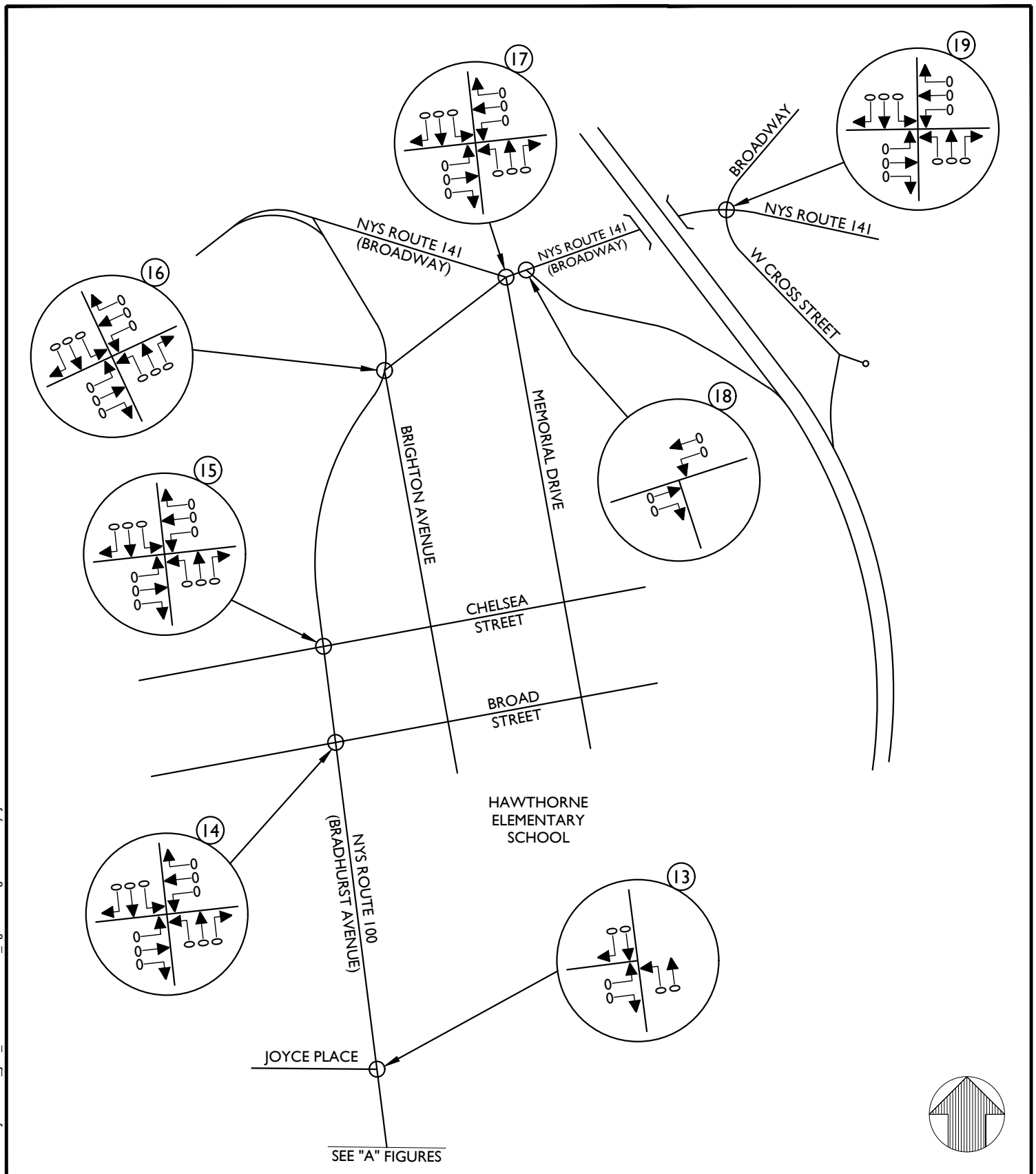
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
LOOP ROAD HOLDINGS (REGENERON)

SHEET NUMBER:
FIGURE NO. G-A



NOTE: LINE DIAGRAM NOT TO SCALE

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\G-B By: JMUCCIN

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

- **NEW JERSEY**: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- **NEW YORK**: Albany, New Windsor, Westchester
- **NEW MEXICO**: Albuquerque
- **MARYLAND**: Columbia
- **TEXAS**: College Station
- **FLORIDA**: Tampa, Orlando, Miami, Jacksonville
- **PENNSYLVANIA**: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- **NORTH CAROLINA**: Charlotte, Raleigh
- **VIRGINIA**: Sterling, Norfolk
- **TENNESSEE**: Nashville
- **INDIANA**: Lafayette
- **COLORADO**: Denver

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

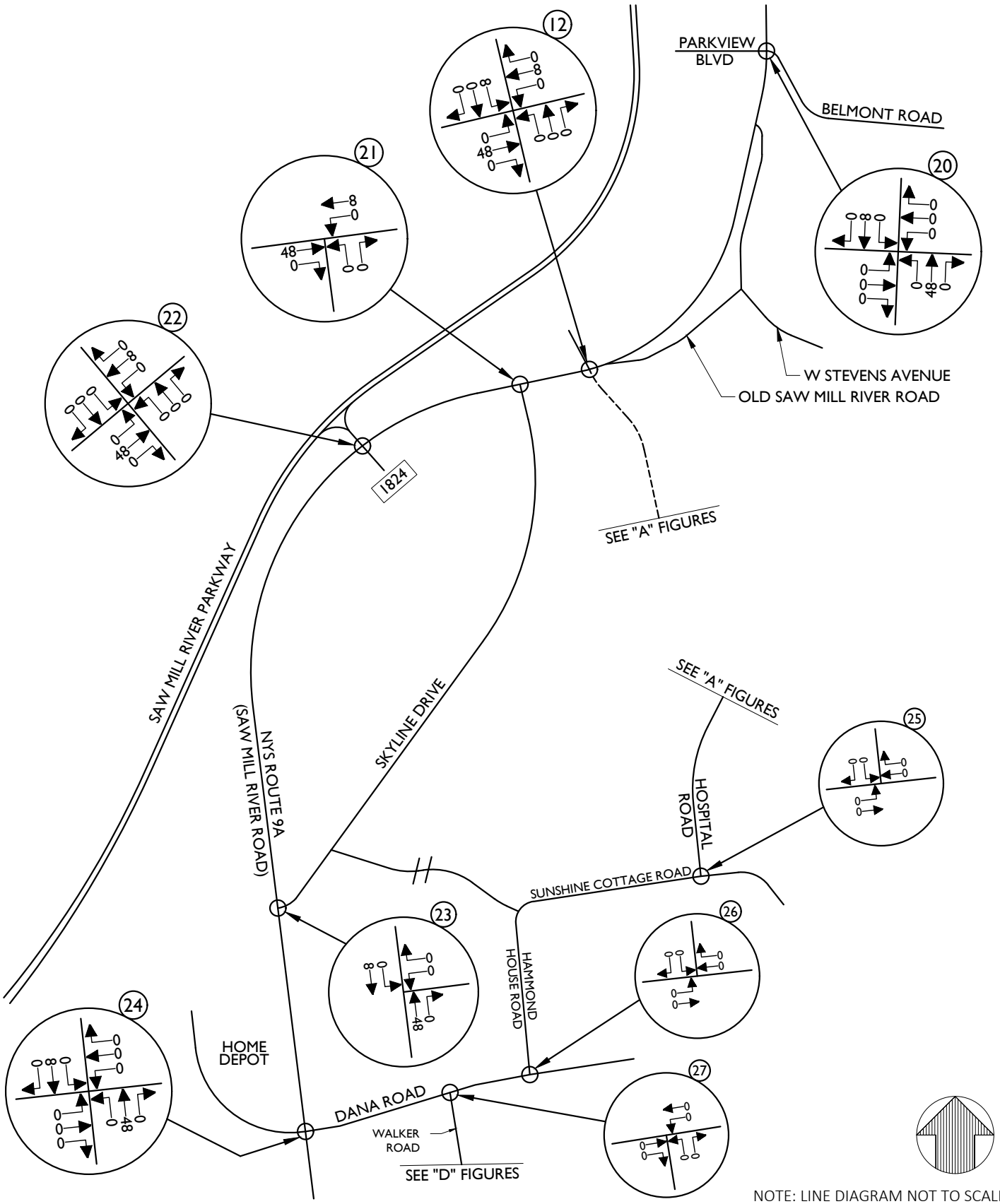
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
LOOP ROAD HOLDINGS (REGENERON)

SHEET NUMBER:
FIGURE NO. G-B



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

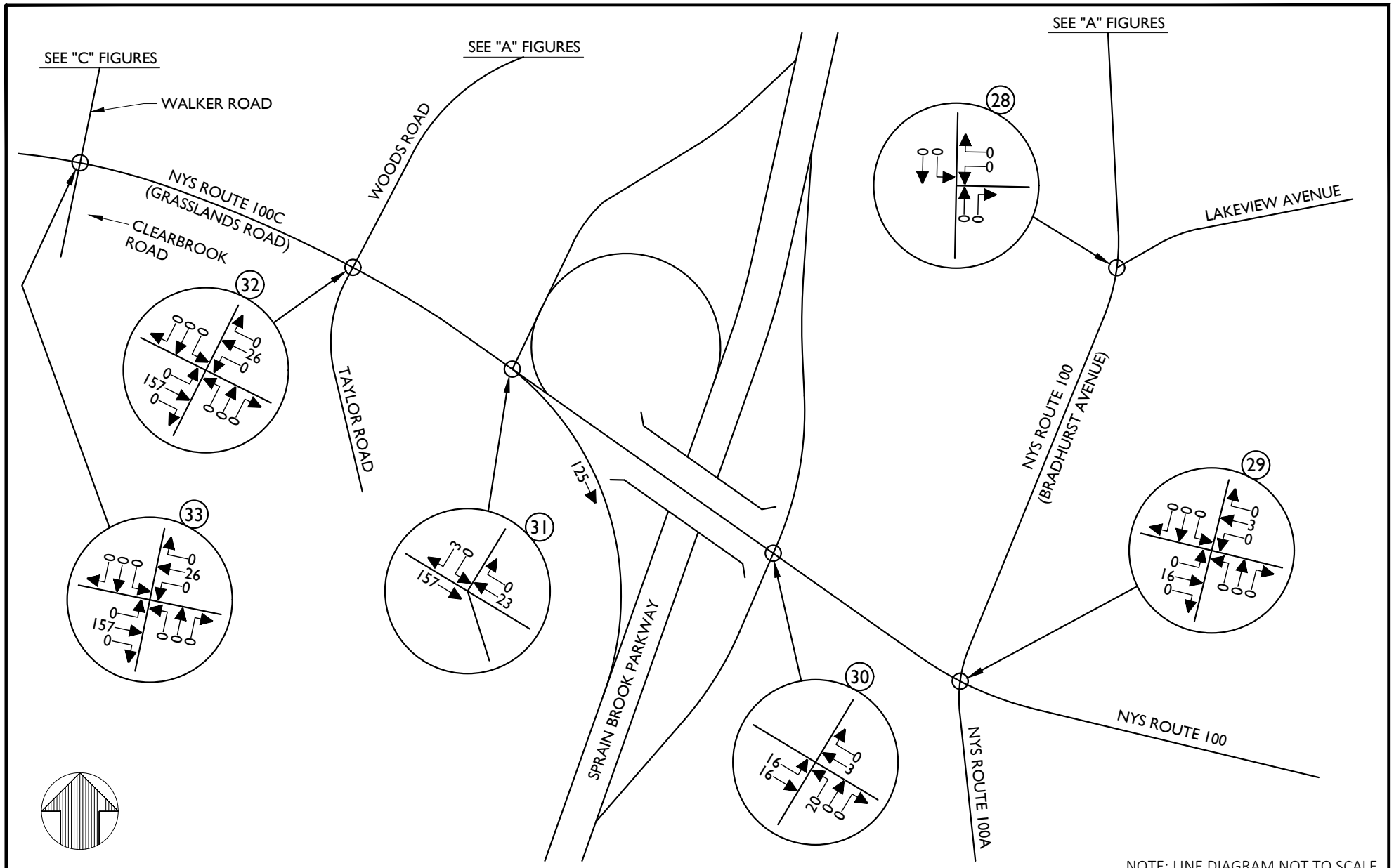
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
LOOP ROAD HOLDINGS (REGENERON)

SHEET NUMBER:
FIGURE NO. G-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\G-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

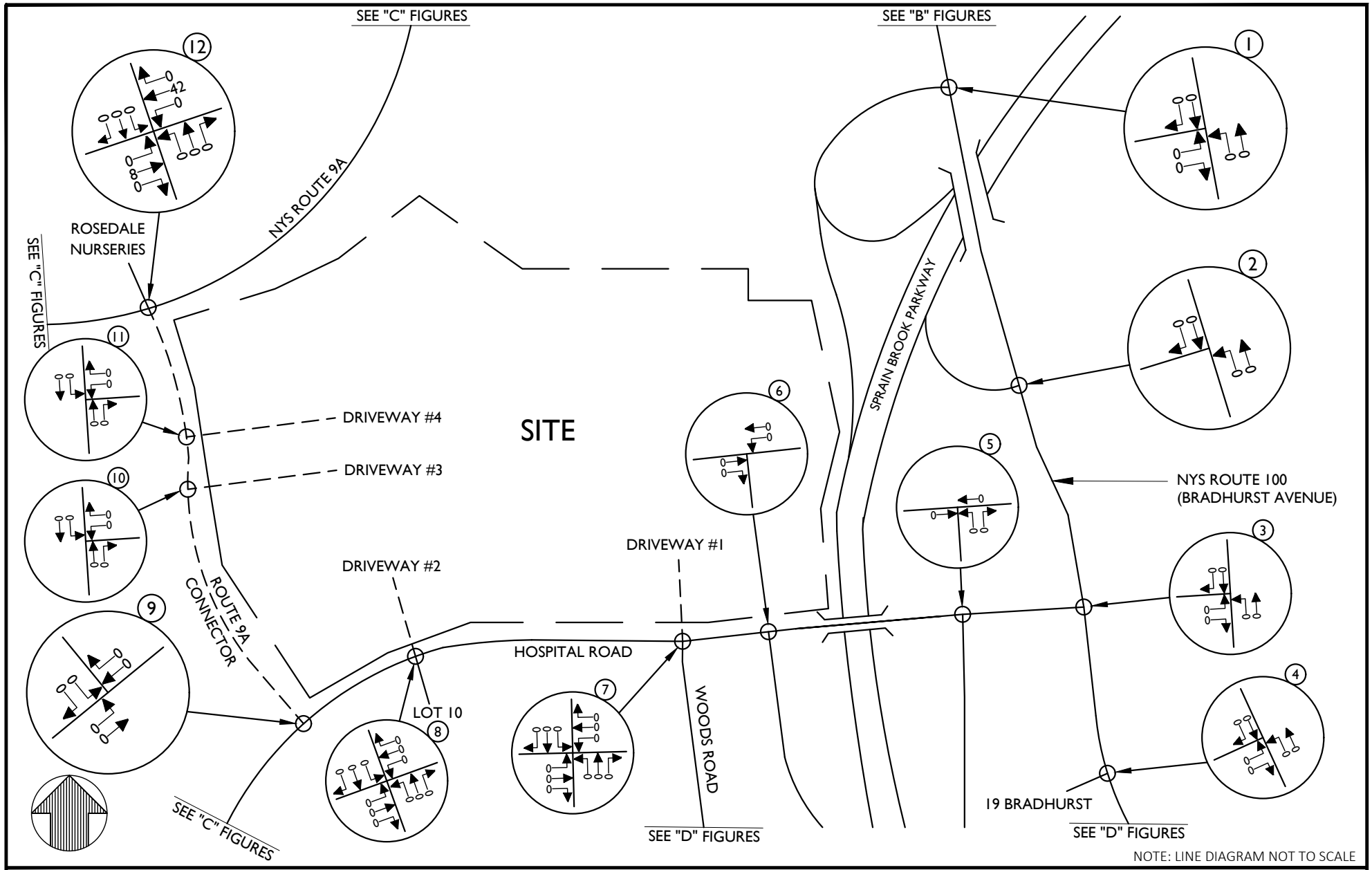
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
LOOP ROAD HOLDINGS (REGENERON)

SHEET NUMBER:
FIGURE NO. G-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

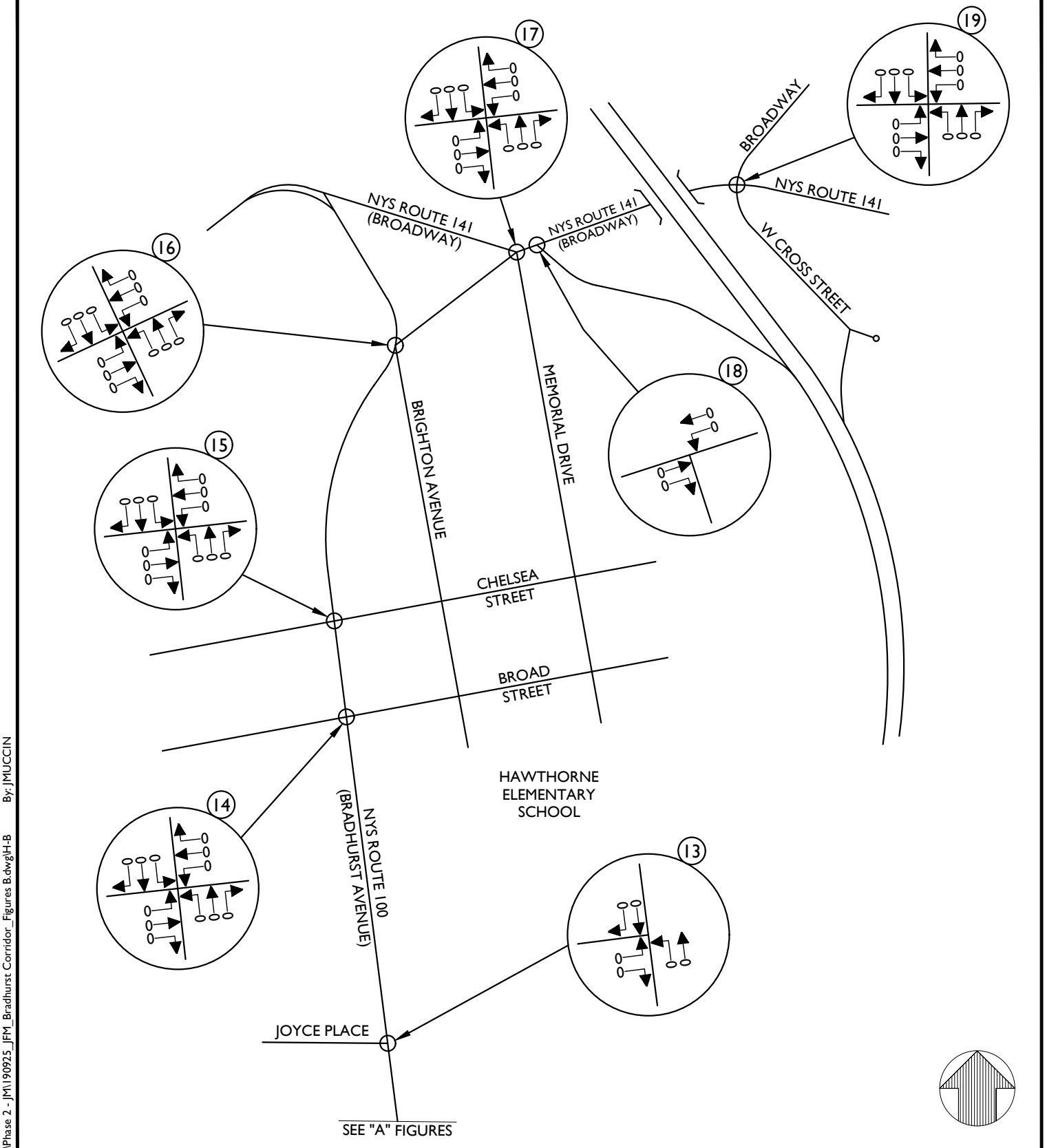
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
LANDMARK

SHEET NUMBER:
FIGURE NO. H-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

- **NEW JERSEY** • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
- **NEW YORK** • Albany • New Windsor • Westchester
- **NEW MEXICO** • Albuquerque
- **MARYLAND** • Columbia
- **TEXAS** • College Station
- **FLORIDA** • Tampa • Orlando • Miami • Jacksonville
- **PENNSYLVANIA** • Lehigh Valley • Exton • Philadelphia • Pittsburgh
- **NORTH CAROLINA** • Charlotte • Raleigh
- **VIRGINIA** • Sterling • Norfolk
- **TENNESSEE** • Nashville
- **INDIANA** • Lafayette
- **COLORADO** • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

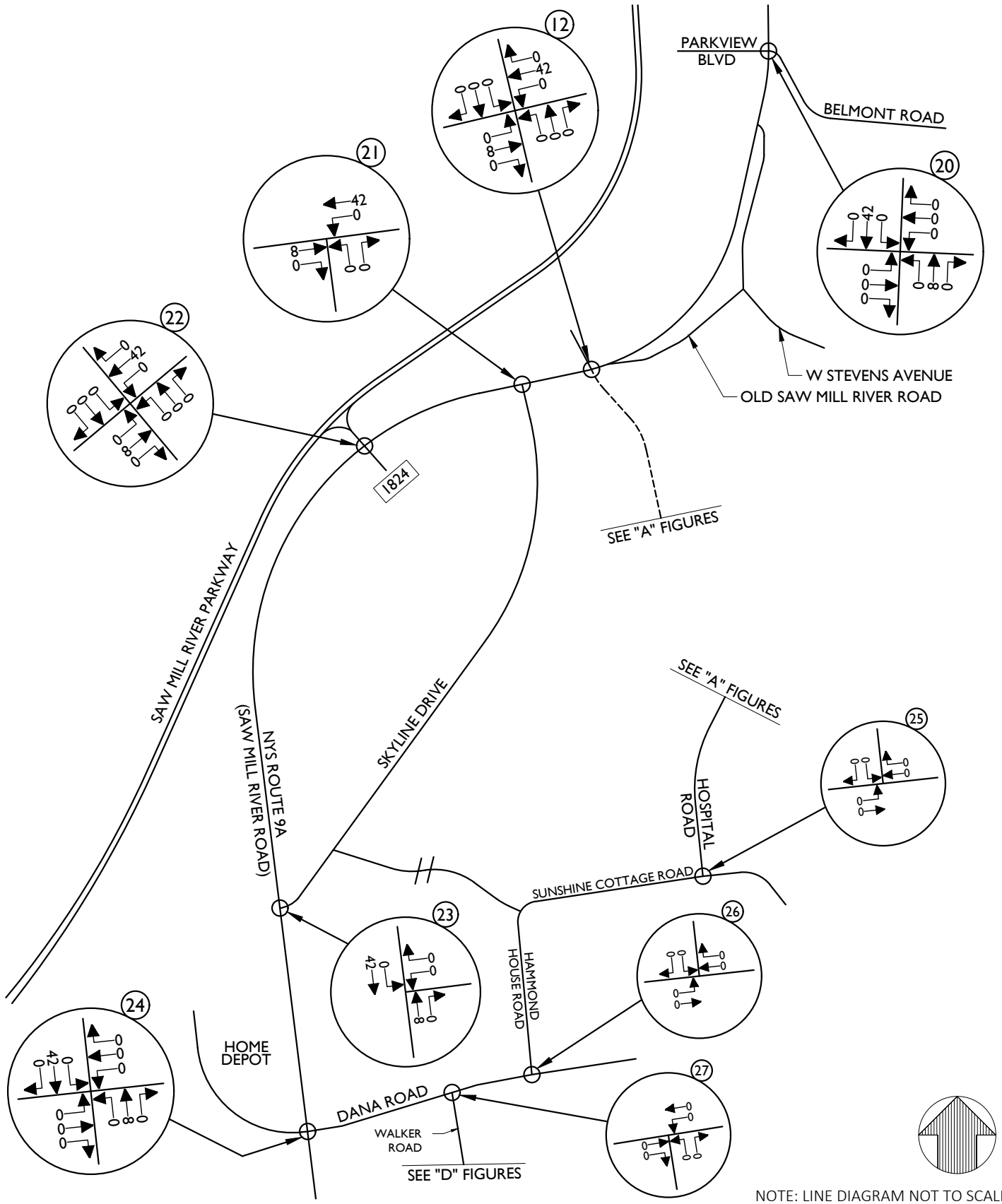
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
LANDMARK

SHEET NUMBER:
FIGURE NO. H-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\H-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
■ NEW YORK • Albany • New Windsor • Westchester
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Orlando • Miami • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

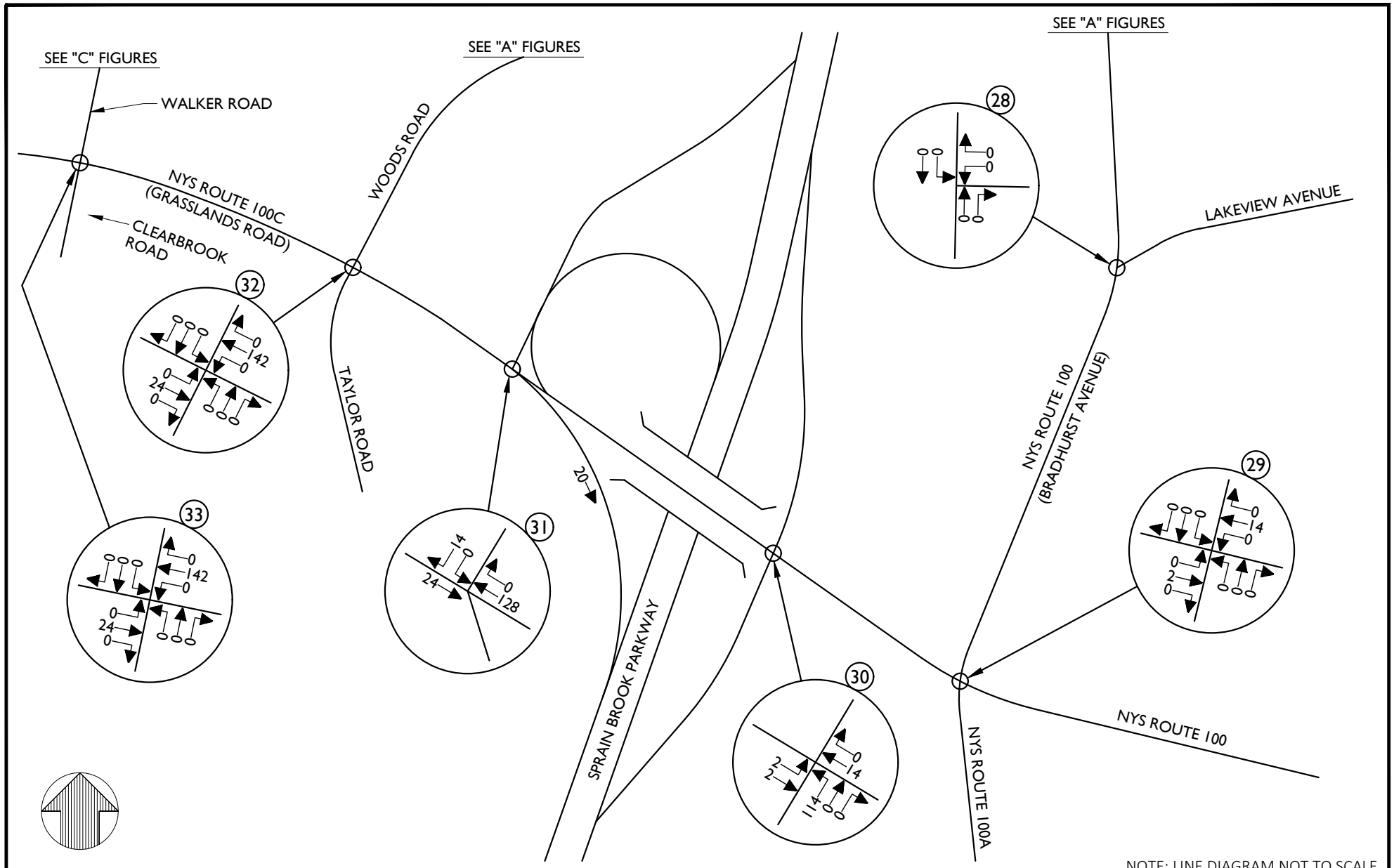
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
LANDMARK

SHEET NUMBER:
FIGURE NO. H-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\H-C By: JMUCCIN



MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

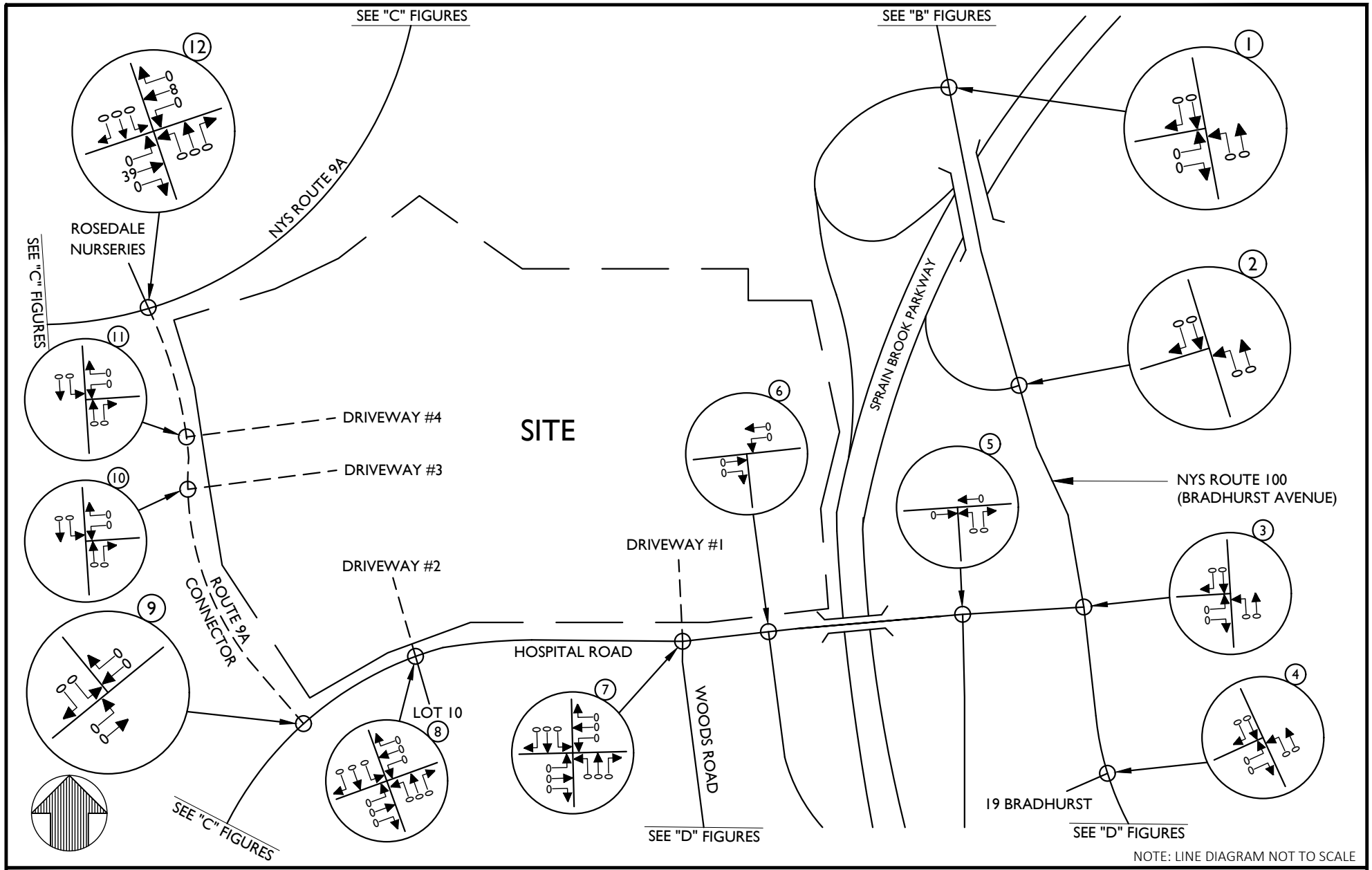
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
LANDMARK

SHEET NUMBER:
FIGURE NO. H-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

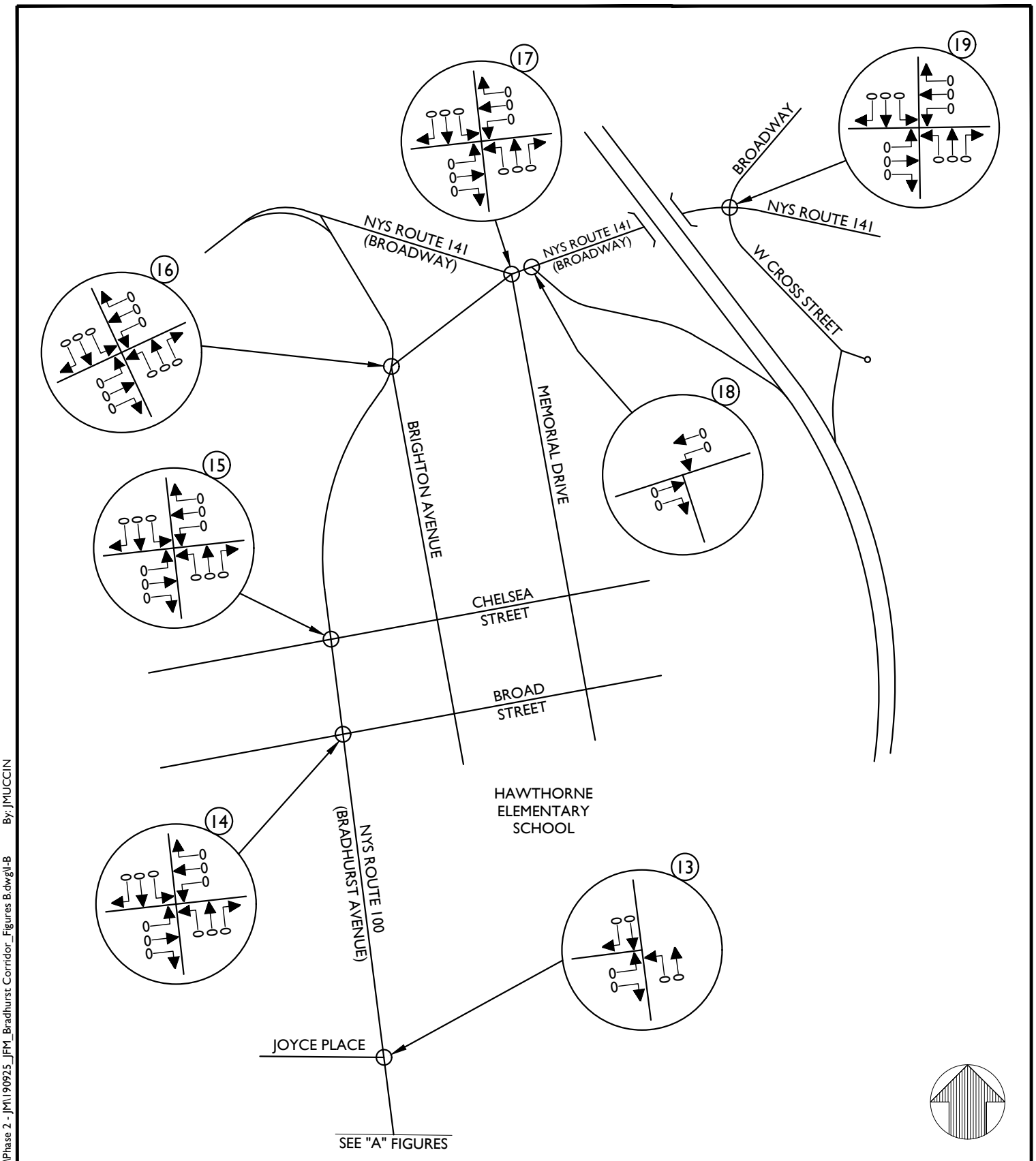
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
LANDMARK

SHEET NUMBER:
FIGURE NO. I-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

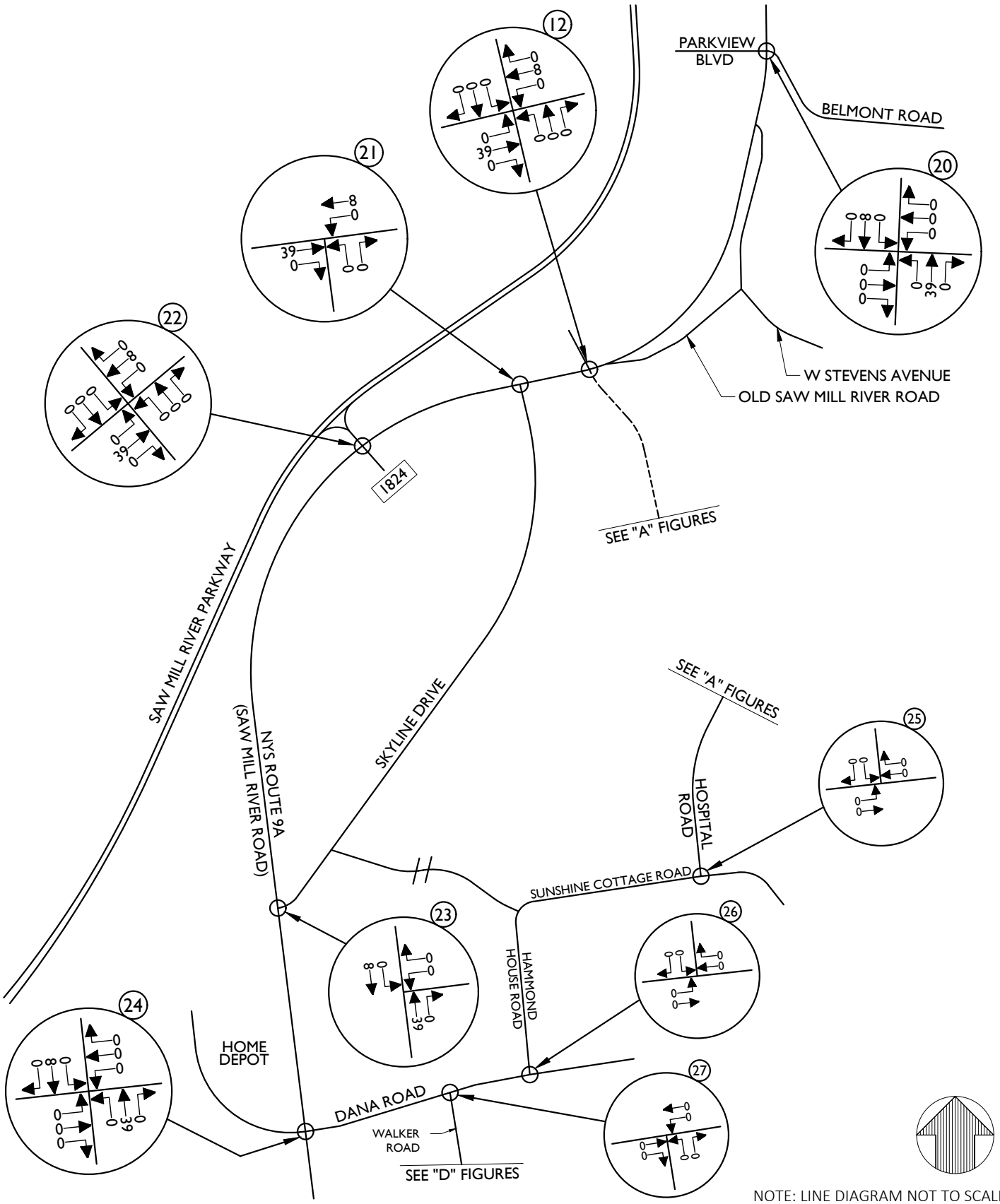
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
LANDMARK

SHEET NUMBER:
FIGURE NO. 1-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\1-B By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019 Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

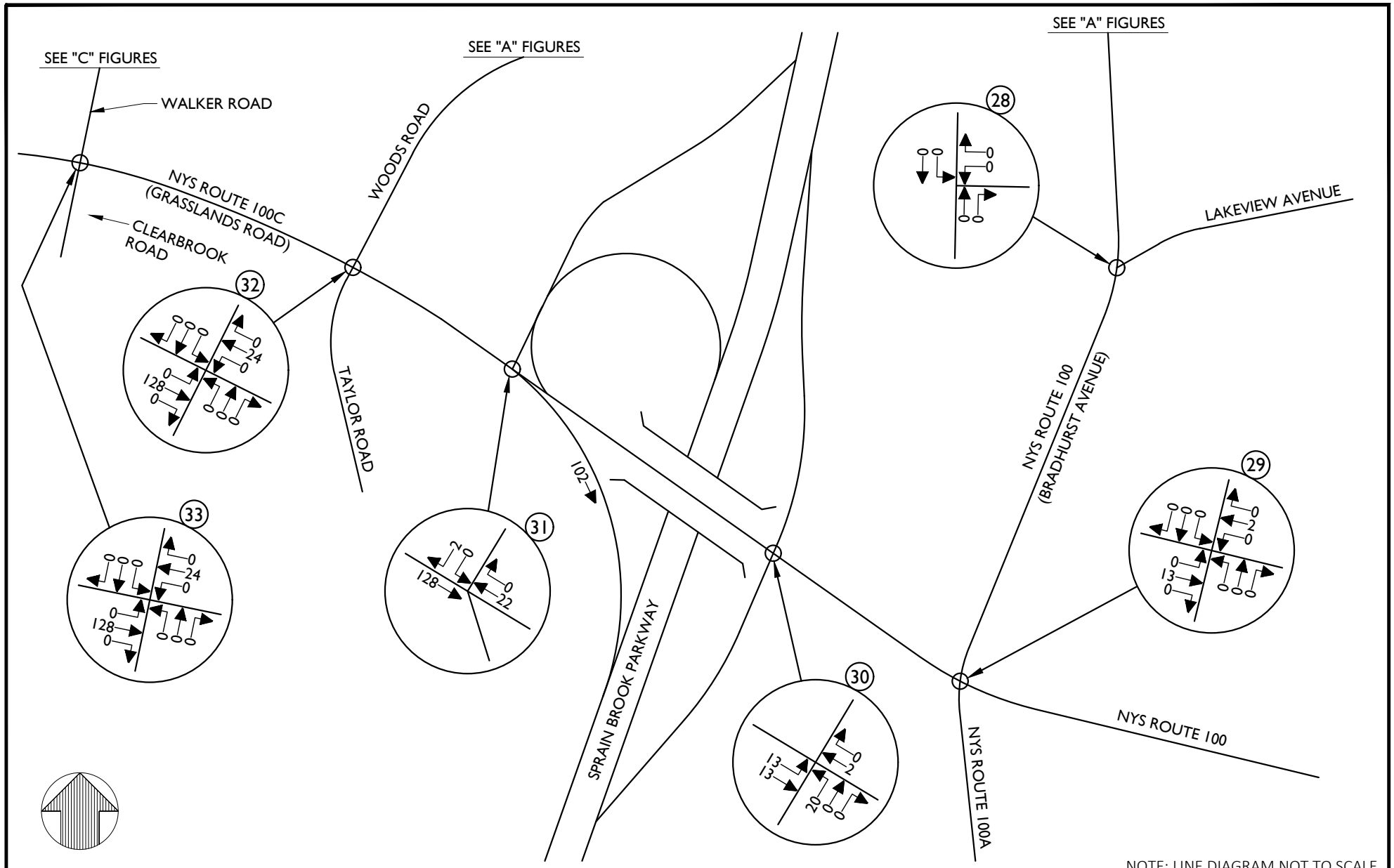
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES C

SHEET TITLE: OTHER DEVELOPMENT TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR LANDMARK

SHEET NUMBER: FIGURE NO. I-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\I-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

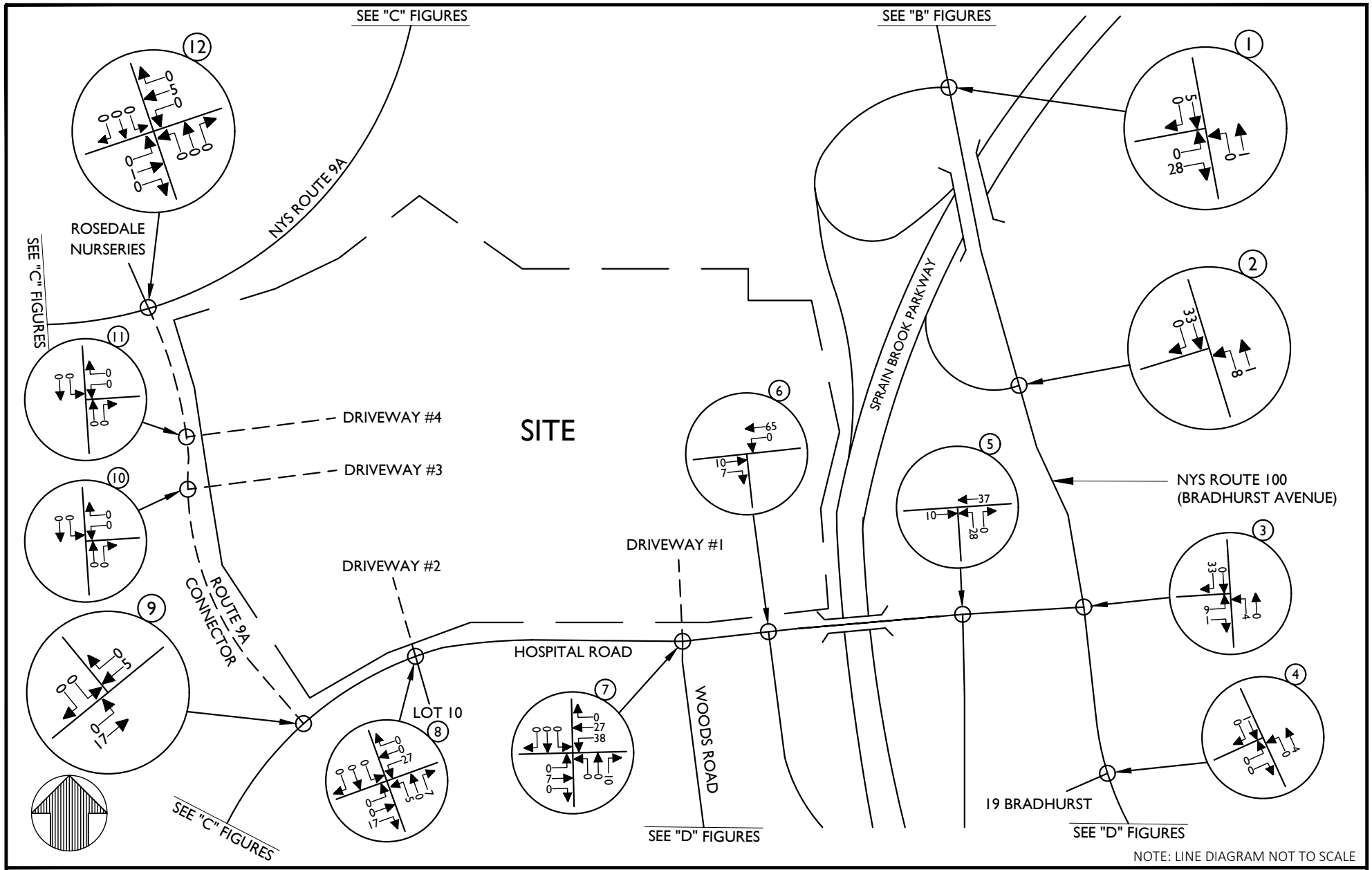
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
LANDMARK

SHEET NUMBER:
FIGURE NO. I-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

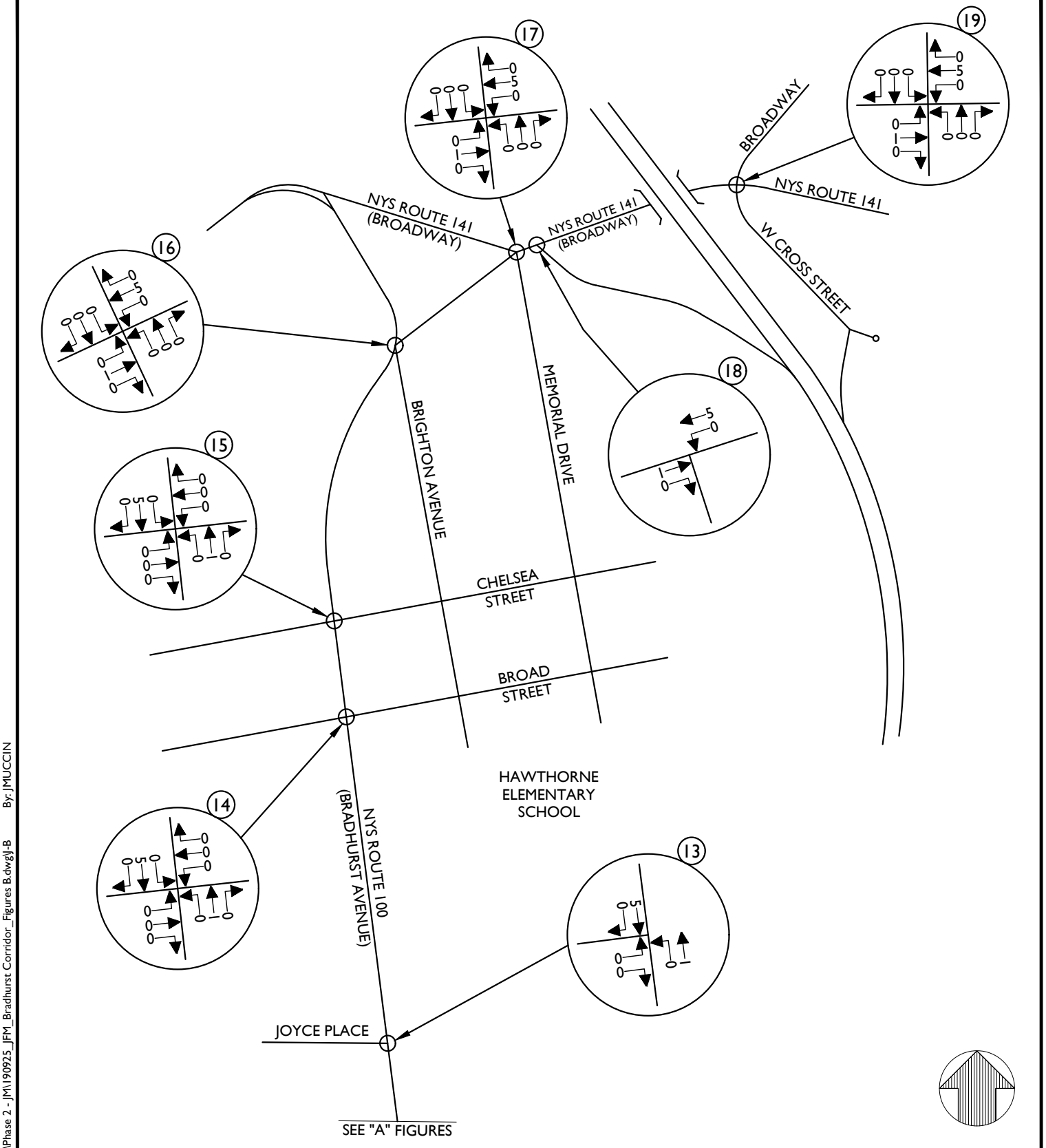
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
WESTCHESTER MEDICAL CENTER

SHEET NUMBER:
FIGURE NO. J-A



NOTE: LINE DIAGRAM NOT TO SCALE

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\J-B By: JMUCCIN

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

■ NEW JERSEY
• Red Bank • Clinton
• Hamilton • Egg Harbor
• Montvale • Mt. Arlington
• Mt. Laurel

■ NEW YORK
• Albany • New Windsor
• Westchester

■ NEW MEXICO
• Albuquerque

■ MARYLAND
• Columbia

■ TEXAS
• College Station

■ FLORIDA
• Tampa • Orlando
• Miami • Jacksonville

■ PENNSYLVANIA
• Lehigh Valley • Exton
• Philadelphia • Pittsburgh

■ NORTH CAROLINA
• Charlotte • Raleigh

■ VIRGINIA
• Sterling • Norfolk

■ TENNESSEE
• Nashville

■ INDIANA
• Lafayette

■ COLORADO
• Denver

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

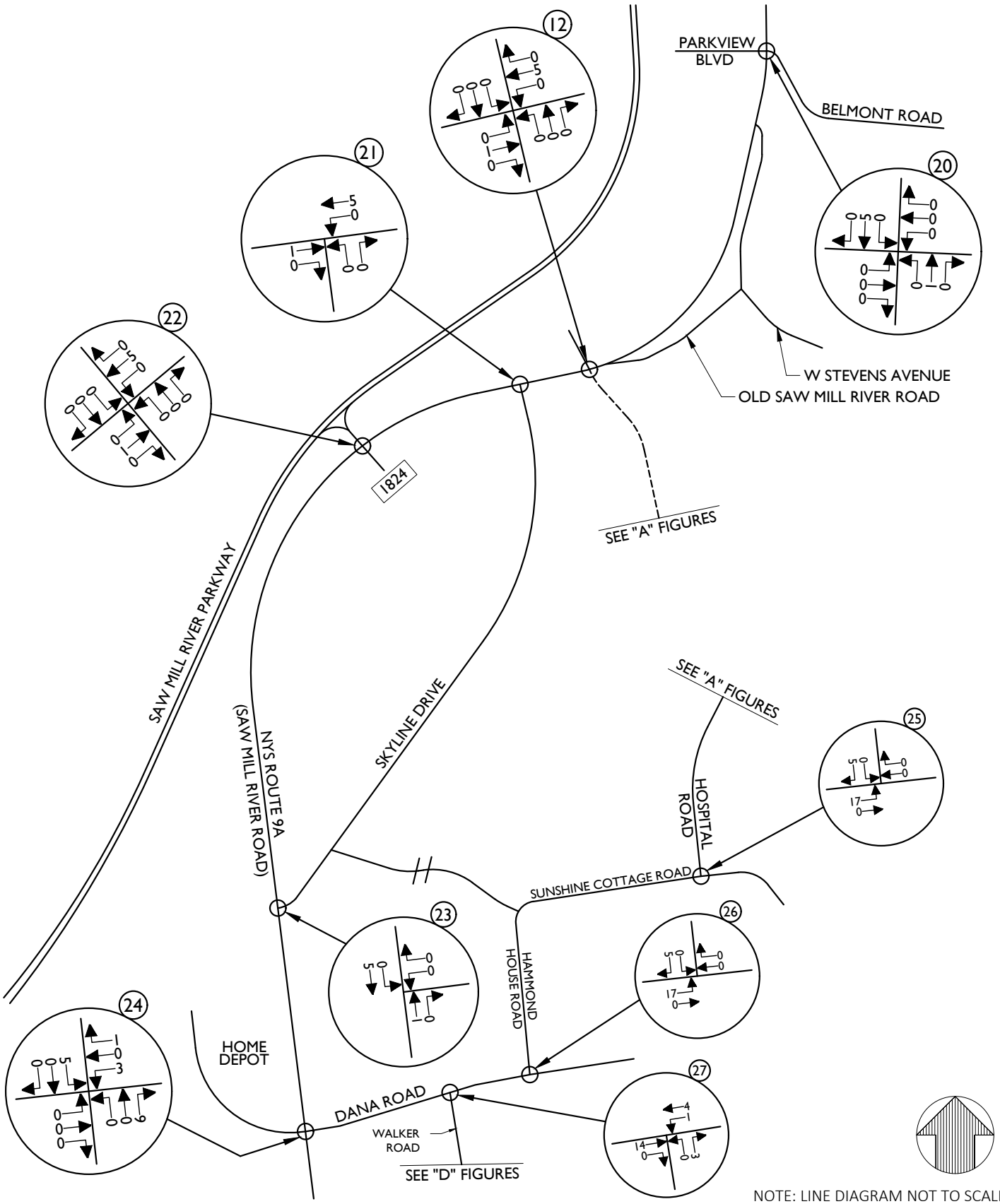
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
WESTCHESTER MEDICAL CENTER BUILDING

SHEET NUMBER:
FIGURE NO. J-B



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

■ NEW JERSEY • Red Bank • Hamilton • Montvale • Mt. Laurel • Clinton • Egg Harbor • Mt. Arlington
■ NEW YORK • Albany • Westchester • New Windsor
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Miami • Orlando • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

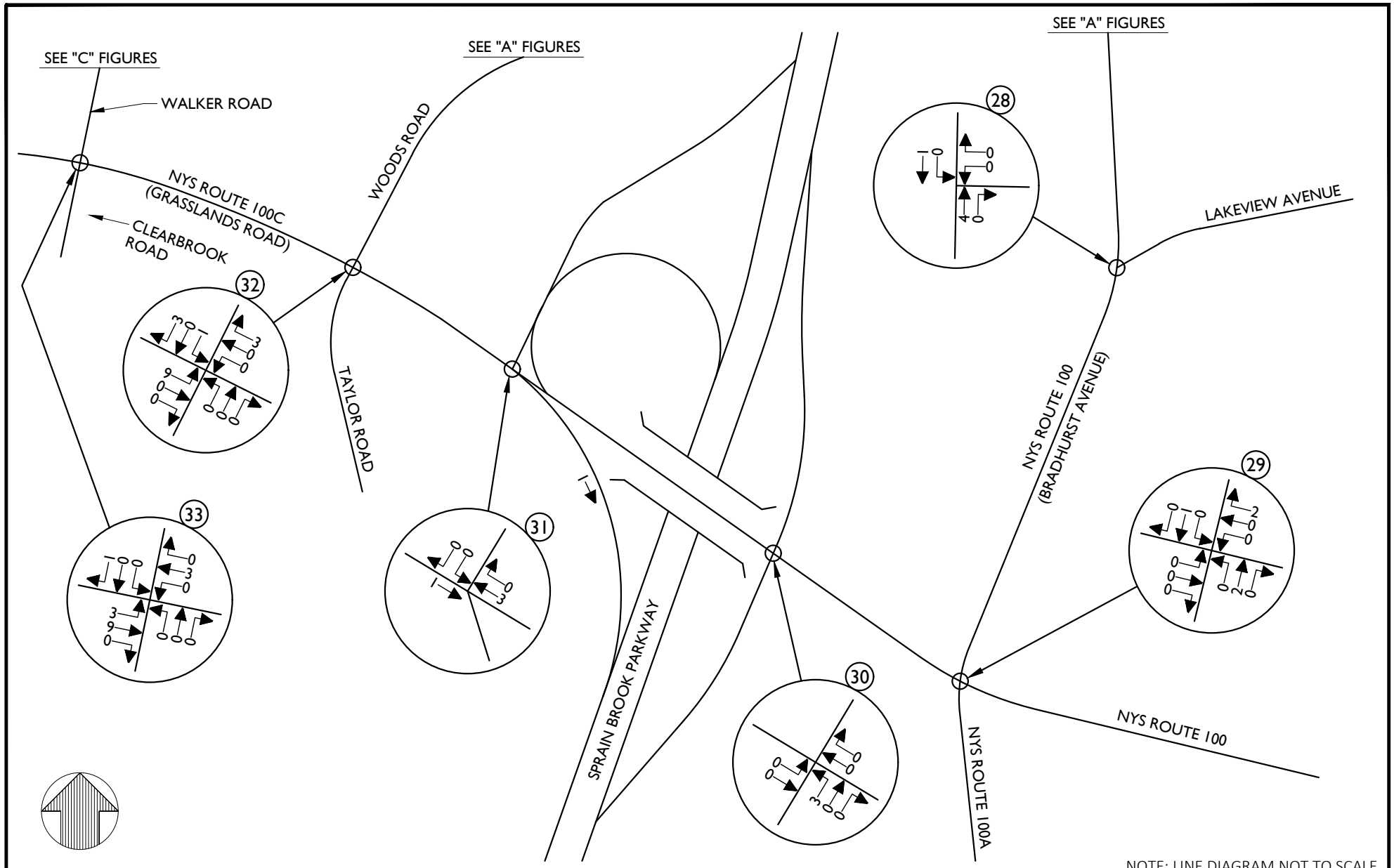
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
WESTCHESTER MEDICAL CENTER BUILDING

SHEET NUMBER:
FIGURE NO. J-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\J-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

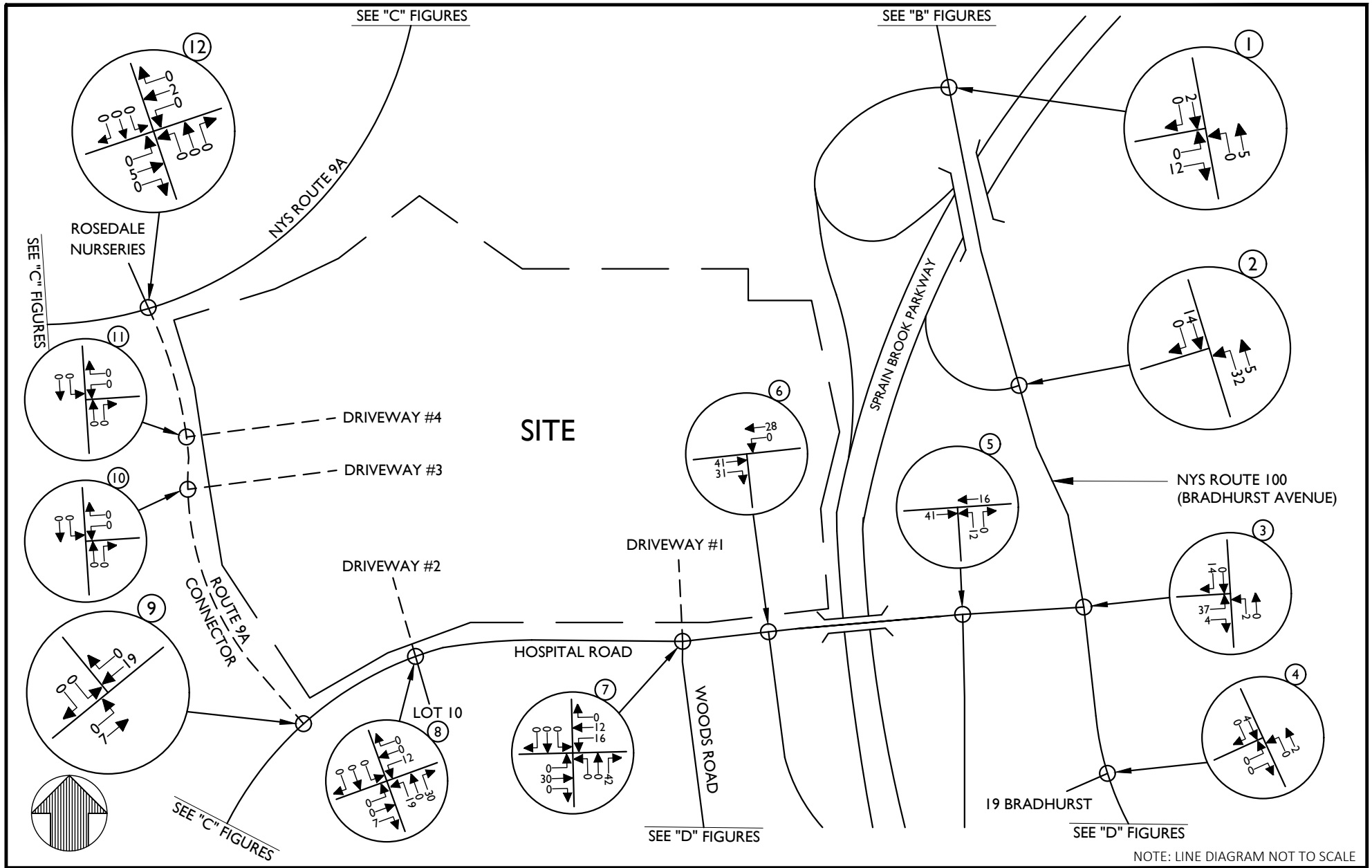
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
WESTCHESTER MEDICAL CENTER BUILDING

SHEET NUMBER:
FIGURE NO. J-D



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

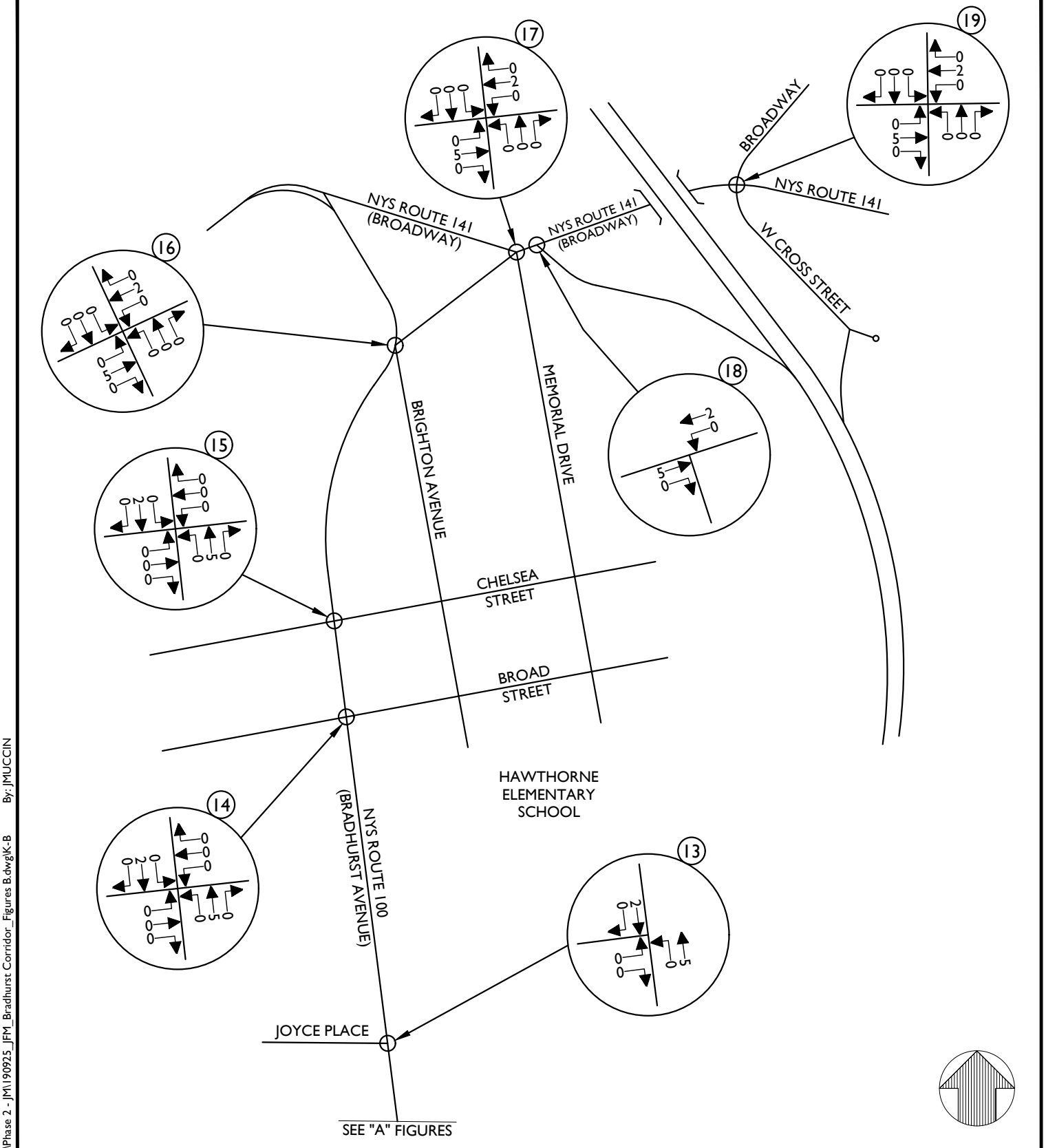
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_HOSPITAL CORRIDOR_FIGURES A

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
WESTCHESTER MEDICAL CENTER

SHEET NUMBER:
FIGURE NO. K-A



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✱ Planners ✱ Surveyors
Landscape Architects ✱ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

■ NEW JERSEY • Red Bank • Clinton • Hamilton • Egg Harbor • Montvale • Mt. Arlington • Mt. Laurel
■ NEW YORK • Albany • New Windsor • Westchester
■ NEW MEXICO • Albuquerque
■ MARYLAND • Columbia
■ TEXAS • College Station
■ FLORIDA • Tampa • Orlando • Miami • Jacksonville
■ PENNSYLVANIA • Lehigh Valley • Exton • Philadelphia • Pittsburgh
■ NORTH CAROLINA • Charlotte • Raleigh
■ VIRGINIA • Sterling • Norfolk
■ TENNESSEE • Nashville
■ INDIANA • Lafayette
■ COLORADO • Denver

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

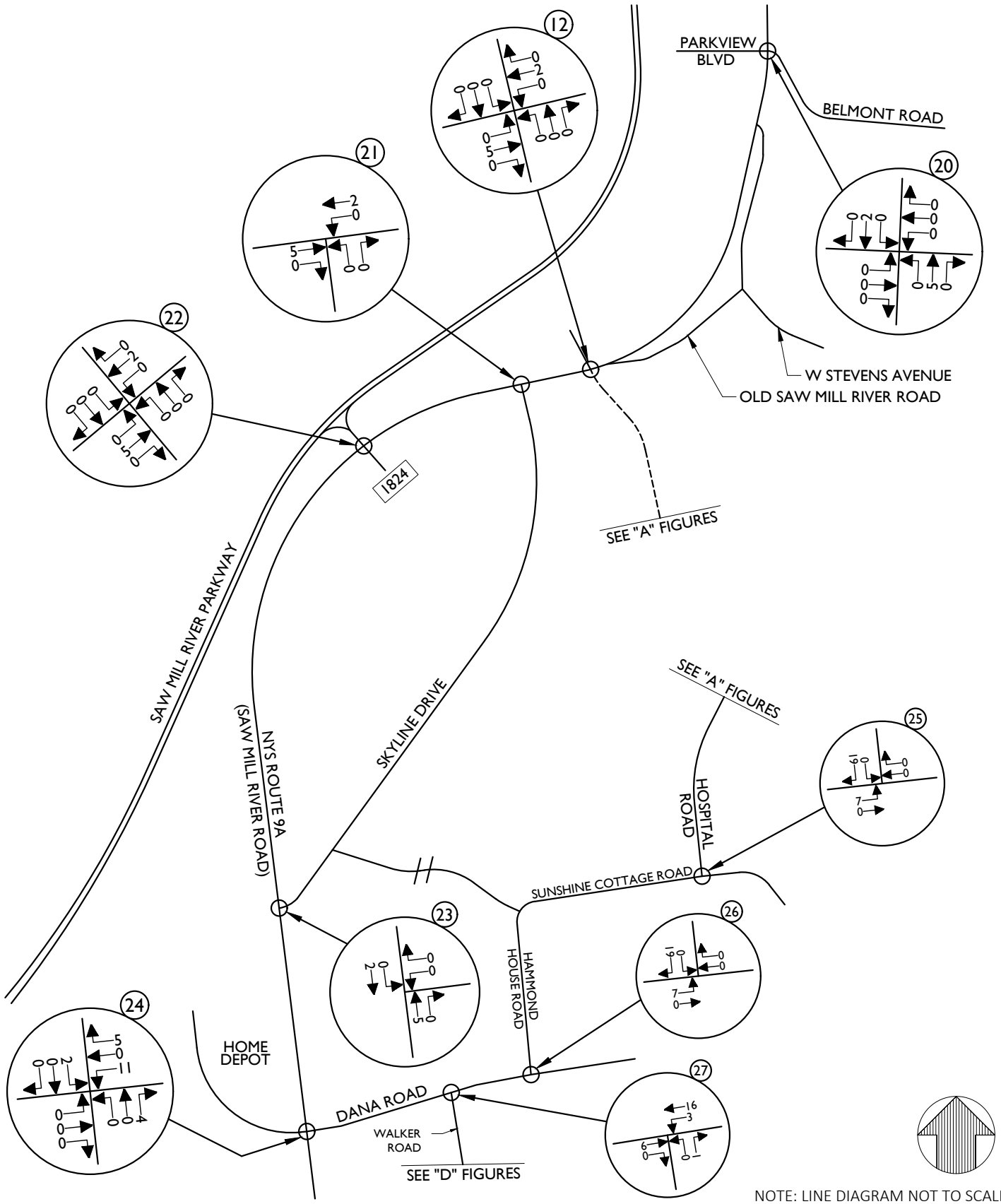
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_BRADHURST CORRIDOR_FIGURES B

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
WESTCHESTER MEDICAL CENTER BUILDING

SHEET NUMBER:
FIGURE NO. K-B

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_Bradhurst Corridor_Figures B.dwg\K-B By: JMUCCIN



MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

- NEW JERSEY: Red Bank, Clinton, Hamilton, Egg Harbor, Montvale, Mt. Arlington, Mt. Laurel
- NEW YORK: Albany, New Windsor, Westchester
- NEW MEXICO: Albuquerque
- MARYLAND: Columbia
- TEXAS: College Station
- FLORIDA: Tampa, Orlando, Miami, Jacksonville
- PENNSYLVANIA: Lehigh Valley, Exton, Philadelphia, Pittsburgh
- NORTH CAROLINA: Charlotte, Raleigh
- VIRGINIA: Sterling, Norfolk
- TENNESSEE: Nashville
- INDIANA: Lafayette
- COLORADO: Denver

Copyright © 2019, Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's **below.** **Call** before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

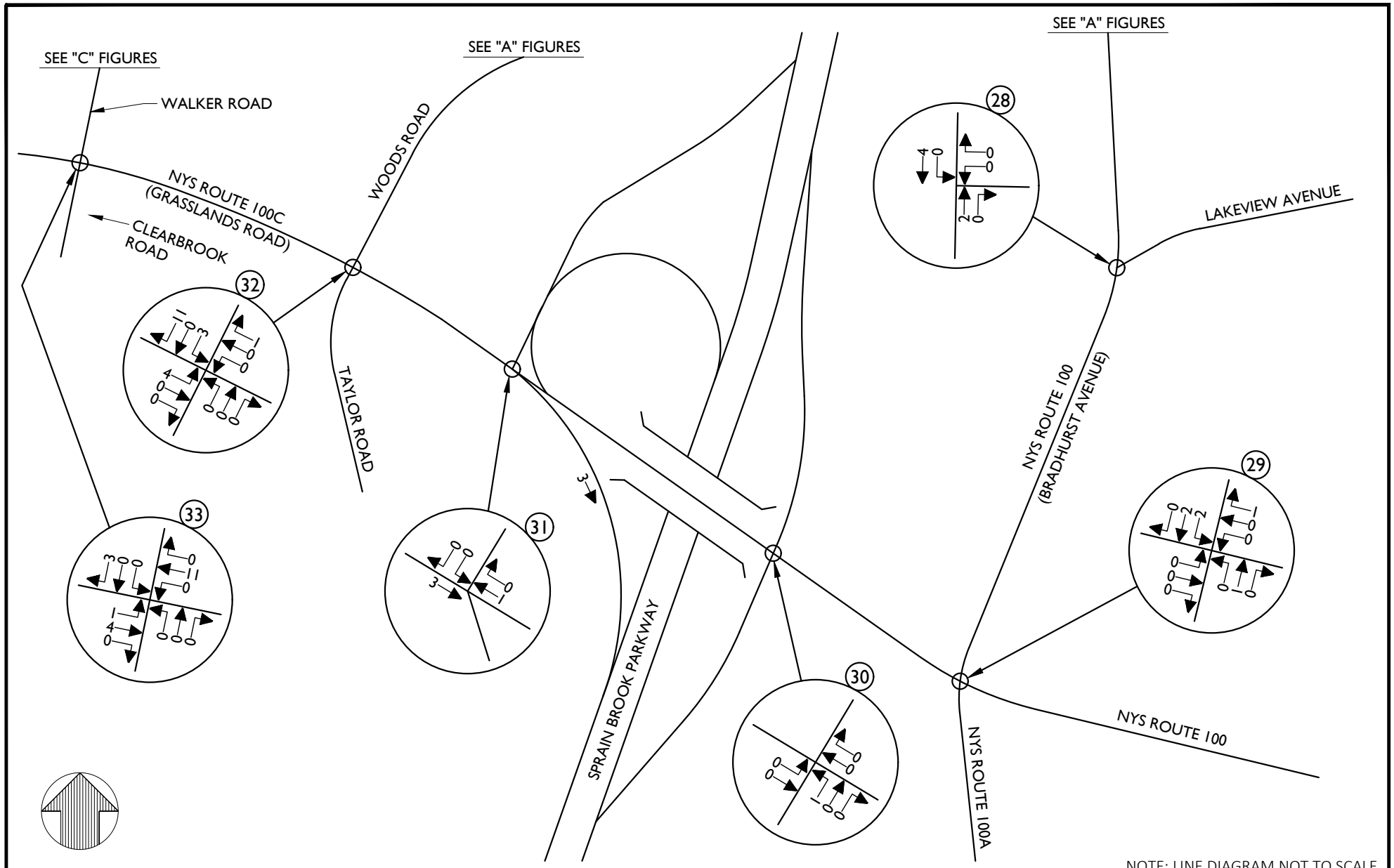
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_9A CORRIDOR_FIGURES.C

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
WESTCHESTER MEDICAL CENTER BUILDING

SHEET NUMBER:
FIGURE NO. K-C

3592B_North 60 - 2019\Reports\Traffic\Figures\Phase 2 - JM\190925_JFM_9A Corridor_Figures C.dwg\K-C By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190925_JFM_100C CORRIDOR_FIGURES D

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
WESTCHESTER MEDICAL CENTER BUILDING

SHEET NUMBER:
FIGURE NO. K-D

NORTH 60

APPENDIX H

PHASE 2 - TRIP GENERATION TABLE

TABLE NO. 3

PHASE 2

HOURLY TRIP GENERATION RATES &
ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

NORTH 60	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
HOTEL (1) (120 ROOMS)						
WEEKDAY PEAK AM HOUR	0.28	**34**	0.19	**23**	0.47	**57**
WEEKDAY PEAK PM HOUR	0.31	**37**	0.29	**35**	0.60	**72**
MEDICAL OFFICE (2) (400,000 S.F.)						
WEEKDAY PEAK AM HOUR	1.60	**640**	0.28	**112**	1.88	**752**
WEEKDAY PEAK PM HOUR	0.20	**80**	1.42	**568**	1.62	**648**
BIO-TECH (3) (2,144,000 S.F.)						
WEEKDAY PEAK AM HOUR	0.315	**675**	0.105	**225**	0.42	**900**
WEEKDAY PEAK PM HOUR	0.07	**150**	0.42	**900**	0.49	**1050**
MUSEUM (3) (142,000 S.F.)						
WEEKDAY PEAK AM HOUR	0.315	**45**	0.105	**15**	0.42	**60**
WEEKDAY PEAK PM HOUR	0.07	**10**	0.42	**60**	0.49	**70**
TOTAL						
WEEKDAY PEAK AM HOUR	----	1360	----	352	----	1712
WEEKDAY PEAK PM HOUR	----	240	----	1528	----	1768
W/ 25% "MASS TRANSIT" CREDIT						
WEEKDAY PEAK AM HOUR	----	-340	----	-88	----	-428
WEEKDAY PEAK PM HOUR	----	-60	----	-382	----	-442
"NEW" TRIPS						
WEEKDAY PEAK AM HOUR	**----**	**1020**	**----**	**264**	**----**	**1284**
WEEKDAY PEAK PM HOUR	**----**	**180**	**----**	**1146**	**----**	**1326**
RETAIL (4) (149,000 S.F.)						
WEEKDAY PEAK AM HOUR	1.62	241	1.38	206	3.00	447
WEEKDAY PEAK PM HOUR	2.105	314	2.105	314	4.21	628
GROCERY STORE (5) (20,000 S.F.)						
WEEKDAY PEAK AM HOUR	3.47	69	3.20	64	6.67	133
WEEKDAY PEAK PM HOUR	3.95	79	3.65	73	7.60	152
FITNESS (6) (20,000 S.F.)						
WEEKDAY PEAK AM HOUR	0.64	13	0.76	15	1.40	28
WEEKDAY PEAK PM HOUR	2.04	41	1.88	38	3.92	79
PHARMACY (7) W/ DRIVE-THROUGH WINDOW (20,000 S.F.)						
WEEKDAY PEAK AM HOUR	4.56	91	4.56	91	9.12	182
WEEKDAY PEAK PM HOUR	5.66	113	5.66	113	11.32	226
TOTAL						
WEEKDAY PEAK AM HOUR	----	414	----	376	----	790
WEEKDAY PEAK PM HOUR	----	547	----	538	----	1085
W/ 10% "INTERPLAY" CREDIT						
WEEKDAY PEAK AM HOUR	----	-41	----	-38	----	-79
WEEKDAY PEAK PM HOUR	----	-55	----	-54	----	-109
W/ 25% "PASS-BY" CREDIT						
WEEKDAY PEAK AM HOUR	----	-99	----	-99	----	-198
WEEKDAY PEAK PM HOUR	----	-135	----	-135	----	-270
"NEW" TRIPS						
WEEKDAY PEAK AM HOUR	**----**	**274**	**----**	**239**	**----**	**513**
WEEKDAY PEAK PM HOUR	**----**	**357**	**----**	**349**	**----**	**706**
TOTAL "NEW" TRIPS						
WEEKDAY PEAK AM HOUR	**------**	**1328**	**------**	**526**	**------**	**1854**
WEEKDAY PEAK PM HOUR	**------**	**574**	**------**	**1530**	**------**	**2104**

TABLE NO. 3

PHASE 2

HOURLY TRIP GENERATION RATES &
ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

HOURLY TRIP GENERATION RATES (HTGR)
(1) BASED ON ITE LAND USE 310 - HOTEL
(2) BASED ON HTGR AT 19 BRADHURST AVENUE (225,000 S.F. MEDICAL OFFICE BUILDING)
(3) BASED ON ITE LAND USE 760 - RESEARCH AND DEVELOPMENT CENTER
(4) BASED ON ITE LAND USE 820 - SHOPPING CENTER - PEAK HOUR OF GENERATOR
(5) BASED ON ITE LAND USE 850 - SUPERMARKET - PEAK HOUR OF GENERATOR
(6) FITNESS BASED ON ITE LAND USE 492 - HEALTH/FITNESS CLUB - PEAK HOUR OF GENERATOR
(7) PHARMACY BASED ON ITE LAND USE 881 - PHARMACY WITH DRIVE-THROUGH WINDOW - PEAK HOUR OF GENERATOR

NORTH 60

APPENDIX I

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

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

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

LOS C describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.

LOS D describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.

LOS E describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.

LOS F describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long.

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

The Level of Service Criteria for signalized intersections are given in Exhibit 18-4 from the *2010 Highway Capacity Manual* published by the Transportation Research Board.

Exhibit 18-4

	LOS by Volume-to-Capacity Ratio	
Control Delay (s/veh)	**v/c ≤1.0**	**v/c >1.0**
≤10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

For approach-based and intersection wide assessments, LOS is defined solely by control delay.

LEVEL OF SERVICE CRITERIA
FOR TWO-WAY STOP-CONTROLLED (TWSC) UNSIGNALIZED INTERSECTIONS

Level of Service (LOS) for a two-way stop-controlled (TWSC) intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. LOS is not defined for the intersection as a whole or for major-street approaches.

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 19-1 from the *2010 Highway Capacity Manual* published by the Transportation Research Board.

Exhibit 19-1

	LOS by Volume-to-Capacity Ratio	
Control Delay (s/veh)	**v/c ≤1.0**	**v/c >1.0**
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

The LOS criteria apply to each lane on a given approach and to each approach on the minor street.
LOS is not calculated for major-street approaches or for the intersection as a whole.

As Exhibit 19-1 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

The Level of Service Criteria for unsignalized intersections are somewhat different from the criteria for signalized intersections.

LEVEL OF SERVICE CRITERIA

FOR ALL-WAY STOP-CONTROLLED (AWSC) UNSIGNALIZED INTERSECTIONS

The Levels of Service (LOS) for all-way stop-controlled (AWSC) intersections are given in Exhibit 21-8. As the exhibit notes, LOS F is assigned if the volume-to-capacity (v/c) ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

The Level of Service Criteria for AWSC unsignalized intersections are given in Exhibit 21-8 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 21-8

	LOS by Volume-to-Capacity Ratio	
Control Delay (s/veh)	**v/c ≤1.0**	**v/c >1.0**
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

For approaches and intersection wide assessment, LOS is defined solely by control delay.

LEVEL OF SERVICE CRITERIA FOR ROUNDABOUTS

Roundabouts share the same basic control delay with two-way and all-way stop-controlled intersections, adjusting for the effect of yield control.

The Level of Service Criteria for Roundabouts are given in Exhibit 21-1 from the *Highway Capacity Manual*, 6th Edition, published by the Transportation Research Board.

Exhibit 21-1

	LOS by Volume-to-Capacity Ratio	
Control Delay (s/veh)	**v/c ≤1.0**	**v/c >1.0**
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

For approaches and intersection wide assessment, LOS is defined by control delay

As Exhibit 21-1 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

NORTH 60

APPENDIX J

LEVEL OF SERVICE SUMMARY TABLES

TABLE NO. 2

PHASE 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2019 EXISTING						YEAR 2024 NO-BUILD						YEAR 2024 BUILD - PHASE 1					
			WEEKDAY AM			WEEKDAY PM			WEEKDAY AM			WEEKDAY PM			WEEKDAY AM			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
1	NYS ROUTE 100 (BRADHURST AVENUE) & SBP SB ON/OFF RAMPS																			
	UNSIGNALIZED																			
	NYS ROUTE 100	NB L-T	A	8.9	0.00	A	7.4	0.00	A	9.0	0.00	A	7.4	0.00	A	8.7	0.00	A	7.4	0.00
	SBP SB OFF RAMP	EB L-R	B	13.5	0.07	B	11.5	0.04	B	14.0	0.08	B	11.7	0.05	B	12.8	0.07	B	11.4	0.05
2	NYS ROUTE 100 (BRADHURST AVENUE) & SBP NB ON RAMP																			
	UNSIGNALIZED																			
	NYS ROUTE 100	NB L-T	B	10.6	0.12	A	8.2	0.19	B	11.2	0.15	A	8.4	0.23	B	11.0	0.16	A	8.5	0.24
3	NYS ROUTE 100 (BRADHURST AVENUE) & HOSPITAL ROAD																			
	SIGNALIZED																			
	HOSPITAL ROAD	EB L	B	19.7	0.49	C	28.1	0.91	B	19.7	0.52	D	47.3	0.97	B	19.1	0.46	C	25.8	0.89
		EB R	C	23.3	0.82	B	12.3	0.13	C	23.3	0.82	B	13.9	0.14	C	23.4	0.84	B	14.0	0.22
		EB OVERALL	**C**	**21.8**	**--**	**C**	**26.6**	**--**	**C**	**21.7**	**--**	**D**	**44.1**	**--**	**C**	**21.7**	**--**	**C**	**24.0**	**--**
	NYS ROUTE 100	NB L-T	C	31.2	0.75	C	23.8	0.79	F	172.3	1.24	D	41.9	0.90	F	331.5	1.61	C	23.9	0.80
		NB OVERALL	**C**	**31.2**	**--**	**C**	**23.8**	**--**	**F**	**172.3**	**--**	**D**	**41.9**	**--**	**F**	**331.5**	**--**	**C**	**23.9**	**--**
	NYS ROUTE 100	SB T-R	C	27.3	0.92	B	12.6	0.03	F	51.9	1.03	B	15.1	0.29	F	45.3	1.00	B	11.6	0.29
		SB OVERALL	**C**	**27.3**	**--**	**B**	**12.6**	**--**	**F**	**51.9**	**--**	**B**	**15.1**	**--**	**D**	**45.3**	**--**	**B**	**11.6**	**--**
	OVERALL INTERSECTION		**C**	**25.9**	**--**	**C**	**23.7**	**--**	**D**	**54.4**	**--**	**D**	**39.3**	**--**	**E**	**72.3**	**--**	**C**	**22.0**	**--**
	W/SIGNAL TIMING IMPROVEMENTS																			
	HOSPITAL ROAD	EB L	--	--	--	--	--	--	--	--	--	--	--	--	C	32.2	0.52	--	--	--
		R	--	--	--	--	--	--	--	--	--	--	--	--	E	69.5	0.94	--	--	--
		EB OVERALL	--	--	--	--	--	--	--	--	--	--	--	--	**D**	**54.5**	--	--	--	--
	NYS ROUTE 100	NB L-T	--	--	--	--	--	--	--	--	--	--	--	--	E	68.7	0.90	--	--	--
		NB OVERALL	--	--	--	--	--	--	--	--	--	--	--	--	**E**	**68.7**	--	--	--	--
	NYS ROUTE 100	SB T-R	--	--	--	--	--	--	--	--	--	--	--	--	C	21.9	0.86	--	--	--
		SB OVERALL	--	--	--	--	--	--	--	--	--	--	--	--	**C**	**21.9**	--	--	--	--
	OVERALL INTERSECTION		--	--	--	--	--	--	--	--	--	--	--	--	**D**	**38.4**	--	--	--	--
4	NYS ROUTE 100 (BRADHURST AVENUE) & 19 BRADHURST DRIVEWAY																			
	UNSIGNALIZED																			
	NYS ROUTE 100	NWB L-T	A	9.6	0.06	A	7.7	0.01	A	9.7	0.07	A	7.8	0.01	A	9.8	0.07	A	7.9	0.01
	19 BRADHURST DRWY	EB L	C	24.9	0.23	D	29.5	0.73	D	27.4	0.26	E	37.6	0.81	D	30.4	0.28	F	58.8	0.92
	19 BRADHURST DRWY	EB R	B	13.3	0.04	A	9.7	0.11	B	13.8	0.04	A	9.8	0.11	B	14.0	0.04	B	10.2	0.12
5	HOSPITAL ROAD & SBP NB OFF RAMP																			
	UNSIGNALIZED																			
	SBP NB OFF RAMP	NB L-R	F	179.5	1.32	E	37.6	0.84	F	301.8	1.60	F	83.5	1.04	F	322.2	1.64	E	40.1	0.85
6	HOSPITAL ROAD & SBP SB ON RAMP																			
	UNSIGNALIZED																			
	HOSPITAL ROAD	WB L	A	8.4	0.04	B	10.3	0.20	A	8.5	0.05	B	11.1	0.24	A	8.5	0.05	B	10.0	0.18
7	HOSPITAL ROAD & WOODS ROAD																			
	UNSIGNALIZED																			
	HOSPITAL ROAD	EB T-R	A	9.8	0.24	C	19.9	0.68	B	10.3	0.27	D	32.4	0.84	--	--	--	--	--	--
	HOSPITAL ROAD	WB L	B	14.0	0.51	B	11.8	0.26	C	16.9	0.61	B	13.6	0.33	--	--	--	--	--	--
	HOSPITAL ROAD	WB T	C	18.1	0.68	B	10.9	0.23	C	23.1	0.77	B	12.4	0.30	--	--	--	--	--	--
	WOODS ROAD	NB L-R	B	10.5	0.24	B	15.0	0.55	B	11.1	0.27	C	21.4	0.70	--	--	--	--	--	--
															--	--	--	--	--	--
	OVERALL INTERSECTION		**B**	**14.7**	**--**	**C**	**16.1**	**--**	**C**	**17.8**	**--**	**C**	**23.7**	**--**	**--**	**--**	**--**	**--**	**--**	**--**
	HOSPITAL ROAD & WOODS ROAD/ SITE DRIVEWAY 1																			
	UNSIGNALIZED																			
	HOSPITAL ROAD	EB L	--	--	--	--	--	--	--	--	--	--	--	--	B	10.6	0.03	B	10.4	0.04
		EB T-R	--	--	--	--	--	--	--	--	--	--	--	--	C	21.0	0.65	F	90.0	1.09
	HOSPITAL ROAD	WB L	--	--	--	--	--	--	--	--	--	--	--	--	C	18.5	0.57	B	13.2	0.25
	HOSPITAL ROAD	WB T-R	--	--	--	--	--	--	--	--	--	--	--	--	F	77.5	1.04	C	16.1	0.47
	WOODS ROAD	NB L-T-R	--	--	--	--	--	--	--	--	--	--	--	--	C	18.6	0.58	D	27.8	0.78
	WOODS ROAD	SB L-T-R	--	--	--	--	--	--	--	--	--	--	--	--	B	11.2	0.05	B	11.9	0.09
	OVERALL INTERSECTION		--	--	--	--	--	--	--	--	--	--	--	--	**E**	**41.2**	--	**F**	**50.1**	--
	W/SIGNALIZATION																			
	HOSPITAL ROAD	EB L	--	--	--	--	--	--	--	--	--	--	--	--	B	10.4	0.03	B	10.8	0.03
		EB T-R	--	--	--	--	--	--	--	--	--	--	--	--	B	14.9	0.40	C	20.4	0.64
		EB APPROACH	--	--	--	--	--	--	--	--	--	--	--	--	**B**	**14.7**	--	**C**	**20.1**	--
	HOSPITAL ROAD	WB L	--	--	--	--	--	--	--	--	--	--	--	--	A	9.1	0.42	B	13.4	0.28
		WB T-R	--	--	--	--	--	--	--	--	--	--	--	--	B	11.7	0.47	B	11.7	0.21
		WB APPROACH	--	--	--	--	--	--	--	--	--	--	--	--	**B**	**10.8**	--	**B**	**12.3**	--
	WOODS ROAD	NB L-T-R	--	--	--	--	--	--	--	--	--	--	--	--	D	42.5	0.76	D	42.3	0.82
		NB APPROACH	--	--	--	--	--	--	--	--	--	--	--	--	**D**	**42.5**	--	**D**	**42.3**	--
	WOODS ROAD	SB L-T-R	--	--	--	--	--	--	--	--	--	--	--	--	C	30.9	0.07	C	25.7	0.09
		SB APPROACH	--	--	--	--	--	--	--	--	--	--	--	--	**C**	**30.9**	--	**C**	**25.7**	--
	OVERALL INTERSECTION		--	--	--	--	--	--	--	--	--	--	--	--	**B**	**18.1**	--	**C**	**24.9**	--

TABLE NO. 2

PHASE 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION			YEAR 2019 EXISTING						YEAR 2024 NO-BUILD						YEAR 2024 BUILD - PHASE 1					
				WEEKDAY AM			WEEKDAY PM			WEEKDAY AM			WEEKDAY PM			WEEKDAY AM			WEEKDAY PM		
				LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
8	HOSPITAL ROAD WESTCHESTER MEDICAL CENTER LOT 10 PROPOSED DRIVEWAY #2																				
	UNSIGNALIZED																				
	HOSPITAL ROAD	EB	L	--	--	--	--	--	--	--	--	--	--	--	--	A	10.0	0.21	A	8.5	0.14
	HOSPITAL ROAD	WB	L	A	7.6	0.03	A	8.2	0.02	A	7.7	0.05	A	8.4	0.04	A	7.8	0.05	A	7.8	0.03
	WMC LOT 10	NB	L-T-R	A	8.6	0.02	A	8.9	0.05	A	8.2	0.03	A	9.2	0.12	C	16.3	0.09	C	19.2	0.28
	PROPOSED DRWY #2	SB	L-T-R	--	--	--	--	--	--	--	--	--	--	--	--	F	150.3	1.15	F	326.5	1.63
	W/SIGNALIZATION																				
	HOSPITAL ROAD	EB	L	--	--	--	--	--	--	--	--	--	--	--	--	B	10.4	0.35	B	16.2	0.34
			T	--	--	--	--	--	--	--	--	--	--	--	--	A	9.0	0.19	B	14.4	0.26
			R	--	--	--	--	--	--	--	--	--	--	--	--	A	7.8	0.03	B	12.1	0.01
		EB	**APPROACH**	--	--	--	--	--	--	--	--	--	--	--	--	**A**	**9.6**	**--**	**B**	**15.1**	**--**
	HOSPITAL ROAD	WB	L	--	--	--	--	--	--	--	--	--	--	--	--	A	1.1	0.11	C	28.1	0.06
			T	--	--	--	--	--	--	--	--	--	--	--	--	A	2.0	0.43	C	32.2	0.29
			R	--	--	--	--	--	--	--	--	--	--	--	--	A	1.7	0.33	C	31.5	0.25
		WB	**APPROACH**	--	--	--	--	--	--	--	--	--	--	--	--	**A**	**1.8**	**--**	**C**	**31.6**	**--**
	WMC LOT 10	NB	L-T-R	--	--	--	--	--	--	--	--	--	--	--	--	C	25.4	0.02	B	19.4	0.08
		NB	**APPROACH**	--	--	--	--	--	--	--	--	--	--	--	--	**C**	**25.4**	**--**	**B**	**19.4**	**--**
	PROP DRWY #2	SB	L-T-R	--	--	--	--	--	--	--	--	--	--	--	--	C	34.4	0.53	C	34.0	0.83
		SB	**APPROACH**	--	--	--	--	--	--	--	--	--	--	--	--	**C**	**34.4**	**--**	**C**	**34.0**	**--**
	OVERALL INTERSECTION			--	--	--	--	--	--	--	--	--	--	--	--	**B**	**10.2**	**--**	**C**	**27.3**	**--**
9	HOSPITAL ROAD & PROPOSED ROUTE 9A CONNECTOR																				
	UNSIGNALIZED																				
	HOSPITAL ROAD	NEB	L	--	--	--	--	--	--	--	--	--	--	--	--	A	8.6	0.04	A	8.8	0.12
	ROUTE 9A CONNECTOR	SEB	L	--	--	--	--	--	--	--	--	--	--	--	--	D	27.2	0.58	D	22.3	0.36
		SEB	R	--	--	--	--	--	--	--	--	--	--	--	--	B	12.2	0.19	A	9.5	0.03
10	PROPOSED ROUTE 9A CONNECTOR & PROPOSED DRIVEWAY #3																				
	UNSIGNALIZED																				
	ROUTE 9A CONNECTOR	SB	L	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	PROP DRWY #3	WB	L-R	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11	PROPOSED ROUTE 9A CONNECTOR & PROPOSED DRIVEWAY #4																				
	UNSIGNALIZED																				
	ROUTE 9A CONNECTOR	SB	L	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	PROP DRWY #4	WB	L-R	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12	NYS ROUTE 9A & ROSEDALE NURSERIES																				
	UNSIGNALIZED																				
	NYS ROUTE 9A	EB	L-T	B	12.0	0.03	A	8.6	0.01	B	13.2	0.03	A	8.7	0.01	--	--	--	--	--	--
			T-R	A	0.2	0.00	A	0.1	0.00	A	0.3	0.00	A	0.1	0.00	--	--	--	--	--	--
	ROSEDALE NURSERIES	SB	L-T-R	E	37.8	0.04	C	22.6	0.19	F	50.8	0.05	D	27.5	0.24	--	--	--	--	--	--
	W/ PROPOSED ROUTE 9A CONNECTOR W/ SIGNALIZATION																				
	NYS ROUTE 9A	EB	L-T	--	--	--	--	--	--	--	--	--	--	--	--	A	2.4	0.34	A	9.8	0.60
		EB	T-R	--	--	--	--	--	--	--	--	--	--	--	--	A	2.6	0.35	B	10.1	0.62
		EB	**APPROACH**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**A**	**2.5**	**--**	**A**	**9.9**	**--**
	NYS ROUTE 9A	WB	L-T	--	--	--	--	--	--	--	--	--	--	--	--	A	9.6	0.75	B	10.9	0.47
		WB	T-R	--	--	--	--	--	--	--	--	--	--	--	--	A	5.8	0.67	A	7.6	0.39
		WB	**APPROACH**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**A**	**7.6**	**--**	**A**	**8.8**	**--**
	ROUTE 9A CONNECTOR	NB	L	--	--	--	--	--	--	--	--	--	--	--	--	E	55.5	0.35	D	51.6	0.66
	ROUTE 9A CONNECTOR	NB	R	--	--	--	--	--	--	--	--	--	--	--	--	E	63.0	0.71	D	45.3	0.57
		NB	**APPROACH**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**E**	**59.8**	**--**	**D**	**48.2**	**--**
	ROSEDALE NURSERIES	SB	L-T-R													D	52.9	0.03	D	44.3	0.43
		SB	**APPROACH**													**D**	**52.9**	**--**	**D**	**44.3**	**--**
	OVERALL INTERSECTION			**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**A**	**9.0**	**--**	**B**	**15.8**	**--**

TABLE NO. 2

PHASE 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2019 EXISTING						YEAR 2024 NO-BUILD						YEAR 2024 BUILD - PHASE 1					
			WEEKDAY AM			WEEKDAY PM			WEEKDAY AM			WEEKDAY PM			WEEKDAY AM			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
13	NYS ROUTE 100 (BRADHURST AVENUE) & JOYCE PLACE																			
	UNSIGNALIZED																			
	NYS ROUTE 100	NB L-T	A	9.7	0.07	A	8.2	0.06	A	10.0	0.08	A	8.3	0.06	A	9.6	0.08	A	8.3	0.06
	JOYCE PLACE	EB L-R	C	16.4	0.18	B	12.6	0.20	C	17.3	0.20	B	13.1	0.22	C	15.8	0.18	B	12.9	0.22
14	NYS ROUTE 100 (BRADHURST AVENUE) & BROAD STREET																			
	UNSIGNALIZED																			
	NYS ROUTE 100	NB L-T-R	A	0.0	0.00	A	8.3	0.01	A	0.0	0.00	A	8.3	0.01	A	9.0	0.00	A	8.3	0.01
	NYS ROUTE 100	SB L-T-R	A	7.6	0.00	A	8.8	0.01	A	7.6	0.00	A	8.9	0.01	A	7.5	0.00	A	8.6	0.01
	BROAD STREET	EB L-T-R	B	13.5	0.02	B	14.6	0.04	B	13.9	0.02	C	15.2	0.04	B	12.9	0.02	B	14.0	0.04
	BROAD STREET	WB L-T-R	C	17.3	0.06	C	21.4	0.10	C	18.4	0.07	C	23.2	0.11	C	16.6	0.06	C	21.5	0.11
15	NYS ROUTE 100 (BRADHURST AVENUE) & CHELSEA STREET																			
	UNSIGNALIZED																			
	NYS ROUTE 100	NB L-T-R	A	0.0	0.00	A	7.8	0.00	A	0.0	0.00	A	7.9	0.00	A	8.7	0.00	A	7.9	0.00
	NYS ROUTE 100	SB L-T-R	A	7.8	0.04	A	8.8	0.03	A	7.8	0.04	A	8.9	0.03	A	7.7	0.04	A	8.6	0.03
	CHELSEA STREET	EB L-T-R	B	14.2	0.04	B	13.3	0.04	B	14.7	0.04	B	13.8	0.04	B	13.4	0.04	B	12.8	0.04
	CHELSEA STREET	WB L-T-R	F	75.8	0.84	F	72.5	0.88	F	109.5	0.97	F	104.2	1.00	F	62.4	0.80	F	72.3	0.89
16	NYS ROUTE 100 (BRADHURST AVENUE) & BRIGHTON AVENUE																			
	UNSIGNALIZED																			
	NYS ROUTE 100	SB L-T	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	BRADHURST AVENUE	WB L-R	D	29.2	0.44	C	18.6	0.30	D	32.6	0.49	C	19.9	0.33	C	24.4	0.45	C	16.7	0.31
17	NYS ROUTE 141 (BROADWAY) & BRADHURST AVENUE/MEMORIAL DRIVE																			
	SIGNALIZED																			
	BRADHURST AVENUE	EB L-T-R	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
		EB OVERALL	**A**	**0.0**	**--**	**A**	**0.0**	**--**	**A**	**0.0**	**--**	**A**	**0.0**	**--**	**A**	**0.0**	**--**	**A**	**0.0**	**--**
	NYS ROUTE 141	WB L-T	C	29.4	0.25	B	15.5	0.20	C	31.6	0.29	B	16.3	0.21	C	32.5	0.34	B	16.5	0.24
		WB R	A	4.5	0.30	A	5.8	0.35	A	4.6	0.31	A	5.9	0.37	A	4.6	0.31	A	5.9	0.37
		WB OVERALL	**B**	**10.9**	**--**	**A**	**8.4**	**--**	**B**	**11.8**	**--**	**A**	**8.7**	**--**	**B**	**12.9**	**--**	**A**	**9.0**	**--**
	NYS ROUTE 141	SEB L-T-R	C	34.1	0.93	C	21.8	0.81	D	39.4	0.96	C	21.9	0.82	D	39.4	0.96	C	21.9	0.82
		SEB OVERALL	**C**	**34.1**	**--**	**C**	**21.8**	**--**	**D**	**39.4**	**--**	**C**	**21.9**	**--**	**D**	**39.4**	**--**	**C**	**21.9**	**--**
	MEMORIAL DRIVE	NWB L-T-R	D	45.0	0.74	C	30.2	0.60	D	46.2	0.74	C	30.9	0.62	D	46.2	0.74	C	30.9	0.62
		NWB OVERALL	**D**	**45.0**	**--**	**C**	**30.2**	**--**	**D**	**46.2**	**--**	**C**	**30.9**	**--**	**D**	**46.2**	**--**	**C**	**30.9**	**--**
	OVERALL INTERSECTION		**C**	**25.6**	**--**	**B**	**14.1**	**--**	**C**	**28.9**	**--**	**B**	**14.2**	**--**	**C**	**28.8**	**--**	**B**	**14.0**	**--**
18	NYS ROUTE 141 (BROADWAY) & SPRAIN BROOK PARKWAY SB ON RAMP																			
	UNSIGNALIZED																			
	NYS ROUTE 141	WB L-T	B	11.3	0.19	A	9.7	0.18	B	11.8	0.21	A	9.9	0.19	B	11.9	0.21	B	10.1	0.20
19	NYS ROUTE 141 (BROADWAY) & WEST CROSS STREET																			
	SIGNALIZED																			
	NYS ROUTE 141	EB L-T-R	B	11.0	0.45	B	12.5	0.55	B	11.3	0.47	B	11.5	0.51	B	11.4	0.48	B	11.7	0.52
		EB OVERALL	**B**	**11.0**	**--**	**B**	**12.5**	**--**	**B**	**11.3**	**--**	**B**	**11.5**	**--**	**B**	**11.4**	**--**	**B**	**11.7**	**--**
	NYS ROUTE 141	WB L-T-R	B	11.1	0.49	B	13.6	0.60	B	11.5	0.52	B	11.4	0.52	B	11.6	0.53	B	11.6	0.53
		WB OVERALL	**B**	**11.1**	**--**	**B**	**13.6**	**--**	**B**	**11.5**	**--**	**B**	**11.4**	**--**	**B**	**11.6**	**--**	**B**	**11.6**	**--**
	W CROSS STREET	NB L-T-R	B	10.7	0.43	B	10.3	0.49	B	11.0	0.46	B	10.7	0.43	B	11.2	0.47	B	10.8	0.43
		NB OVERALL	**B**	**10.7**	**--**	**B**	**10.3**	**--**	**B**	**11.0**	**--**	**B**	**10.7**	**--**	**B**	**11.2**	**--**	**B**	**10.8**	**--**
	BROADWAY	SB L-T-R	A	7.5	0.06	A	3.9	0.16	A	7.5	0.06	A	8.2	0.16	A	7.5	0.06	A	8.2	0.16
		SB OVERALL	**A**	**7.5**	**--**	**A**	**3.9**	**--**	**A**	**7.5**	**--**	**A**	**8.2**	**--**	**A**	**7.5**	**--**	**A**	**8.2**	**--**
	OVERALL INTERSECTION		**B**	**10.8**	**--**	**B**	**11.6**	**--**	**B**	**11.1**	**--**	**B**	**11.0**	**--**	**B**	**11.3**	**--**	**B**	**11.1**	**--**

TABLE NO. 2

PHASE 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2019 EXISTING						YEAR 2024 NO-BUILD						YEAR 2024 BUILD - PHASE 1					
			WEEKDAY AM			WEEKDAY PM			WEEKDAY AM			WEEKDAY PM			WEEKDAY AM			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
20	NYS ROUTE 9A & PARKVIEW BOULEVARD/BELMONT ROAD																			
	UNSIGNALIZED																			
	NYS ROUTE 9A	NB L-T	B	11.9	0.00	A	0.0	0.00	B	13.0	0.00	A	0.0	0.00	B	14.2	0.00	A	0.0	0.00
	NYS ROUTE 9A	SB L-T	A	8.8	0.00	B	11.9	0.00	A	8.9	0.00	B	12.9	0.00	A	9.2	0.00	B	14.6	0.00
	PARKVIEW BOULEVARD	EB L-T-R	A	0.0	0.00	D	31.0	0.07	A	0.0	0.00	E	40.2	0.09	A	0.0	0.00	F	58.4	0.13
	BELMONT ROAD	WB L-T-R	C	18.5	0.21	C	16.0	0.16	C	21.3	0.25	C	18.0	0.19	D	25.9	0.30	C	21.5	0.23
21	NYS ROUTE 9A & SKYLINE DRIVE (NORTH LEG)																			
	SIGNALIZED																			
	NYS ROUTE 9A	EB T	A	3.9	0.33	A	8.0	0.46	A	4.1	0.35	A	8.7	0.52	A	4.8	0.43	A	9.2	0.56
		EB T-R	A	3.9	0.33	A	7.9	0.46	A	4.1	0.35	A	8.6	0.53	A	4.8	0.43	A	9.2	0.56
		EB OVERALL	**A**	**3.9**	**--**	**A**	**7.9**	**--**	**A**	**4.1**	**--**	**A**	**8.7**	**--**	**A**	**4.8**	**--**	**A**	**9.2**	**--**
	NYS ROUTE 9A	WB L	A	2.7	0.40	A	5.1	0.12	A	3.0	0.44	A	5.9	0.14	A	3.8	0.54	A	6.4	0.19
		WB T	A	5.0	0.69	A	4.9	0.42	A	7.7	0.80	A	5.2	0.46	A	1.8	0.84	A	1.7	0.58
		WB OVERALL	**A**	**4.5**	**--**	**A**	**4.9**	**--**	**A**	**6.8**	**--**	**A**	**5.2**	**--**	**A**	**2.1**	**--**	**A**	**2.0**	**--**
	SKYLINE DRIVE	NB L	E	60.8	0.48	E	63.8	0.76	E	60.6	0.48	E	67.6	0.80	E	59.1	0.44	E	67.6	0.80
		NB R	E	63.6	0.58	F	179.0	1.21	E	63.7	0.59	F	202.6	1.27	E	63.8	0.63	F	221.9	1.32
		NB OVERALL	**E**	**62.3**	**--**	**F**	**131.4**	**--**	**E**	**62.2**	**--**	**F**	**147.0**	**--**	**E**	**61.8**	**--**	**F**	**159.7**	**--**
	OVERALL INTERSECTION		**A**	**6.5**	**--**	**C**	**32.7**	**--**	**A**	**7.9**	**--**	**D**	**35.1**	**--**	**A**	**5.2**	**--**	**C**	**34.4**	**--**
22	NYS ROUTE 9A & SAW MILL RIVER PKWY. NB ON/OFF RAMPS 1824 DRIVEWAY																			
	SIGNALIZED																			
	SMRP NB ON/OFF RAMPS	SEB L	D	53.6	0.76	D	53.5	0.84	D	53.9	0.77	D	53.4	0.84	E	57.7	0.81	D	54.3	0.85
		SEB L-T-R	E	68.8	0.90	A	0.0	0.00	E	70.6	0.90	A	0.0	0.00	F	87.1	0.97	A	0.0	0.00
		SEB OVERALL	**E**	**61.8**	**--**	**D**	**53.5**	**--**	**E**	**62.9**	**--**	**D**	**53.4**	**--**	**E**	**73.8**	**--**	**D**	**54.3**	**--**
	1824 DRIVEWAY	NWB L	E	56.9	0.31	E	56.5	0.33	E	57.0	0.33	E	57.0	0.36	E	57.0	0.33	E	57.0	0.36
		NWB L-T	E	57.2	0.37	A	0.0	0.00	E	57.3	0.38	E	57.4	0.43	E	57.3	0.38	E	57.4	0.43
		NWB R	D	52.2	0.15	D	52.5	0.22	D	52.1	0.16	D	52.3	0.23	D	52.1	0.16	D	52.3	0.23
		NWB OVERALL	**E**	**55.7**	**--**	**E**	**55.0**	**--**	**E**	**55.8**	**--**	**E**	**55.7**	**--**	**E**	**55.8**	**--**	**E**	**55.7**	**--**
	NYS ROUTE 9A	NEB L	B	11.2	0.24	A	8.9	0.54	B	13.0	0.30	B	10.2	0.60	B	15.4	0.34	B	14.3	0.69
		NEB T	B	13.8	0.31	B	11.6	0.39	B	14.7	0.34	B	12.9	0.46	B	17.3	0.41	B	13.8	0.49
		NEB T-R	B	13.8	0.31	B	11.5	0.39	B	14.7	0.34	B	12.9	0.46	B	17.3	0.41	B	13.7	0.49
		NEB OVERALL	**B**	**13.4**	**--**	**B**	**10.9**	**--**	**B**	**14.4**	**--**	**B**	**12.2**	**--**	**B**	**17.1**	**--**	**B**	**13.9**	**--**
	NYS ROUTE 9A	SWB L	A	9.7	0.10	A	9.0	0.13	B	10.2	0.12	A	9.8	0.16	B	11.9	0.13	B	10.4	0.17
		SWB T	B	15.9	0.49	B	13.7	0.37	B	17.5	0.58	B	14.8	0.40	C	20.1	0.63	B	16.7	0.50
		SWB T-R	B	15.9	0.49	B	13.7	0.37	B	17.5	0.58	B	14.8	0.41	C	20.0	0.63	B	16.6	0.50
		SWB OVERALL	**B**	**15.5**	**--**	**B**	**13.3**	**--**	**B**	**17.1**	**--**	**B**	**14.4**	**--**	**B**	**19.6**	**--**	**B**	**16.3**	**--**
	OVERALL INTERSECTION		**C**	**26.7**	**--**	**B**	**19.2**	**--**	**C**	**27.4**	**--**	**C**	**20.1**	**--**	**C**	**32.7**	**--**	**C**	**21.4**	**--**
23	NYS ROUTE 9A & SKYLINE DRIVE (SOUTH LEG)																			
	UNSIGNALIZED																			
	NYS ROUTE 9A	SB L-T	A	9.0	0.08	B	12.0	0.02	A	9.1	0.09	B	13.2	0.02	A	9.4	0.09	B	13.6	0.02
	SKYLINE DRIVE	WB L	D	27.0	0.24	F	237.2	1.32	D	34.8	0.31	F	433.8	1.76	E	42.7	0.37	F	612.7	2.14
	SKYLINE DRIVE	WB R	A	9.9	0.02	B	13.3	0.13	B	10.0	0.02	B	14.6	0.15	B	10.3	0.02	C	15.0	0.16
24	NYS ROUTE 9A & DANA ROAD / HOME DEPOT DRIVEWAY																			
	SIGNALIZED																			
	HOME DEPOT DRWY	EB L-T	F	164.1	1.12	F	422.1	1.77	F	205.2	1.22	F	531.2	2.00	F	227.6	1.27	F	556.3	2.06
		EB R	B	15.5	0.21	B	14.2	14.20	B	17.2	0.23	B	17.1	0.25	B	18.9	0.24	B	18.2	0.26
		EB OVERALL	**F**	**83.2**	**--**	**F**	**226.8**	**--**	**F**	**102.8**	**--**	**F**	**285.3**	**--**	**F**	**113.9**	**--**	**F**	**298.9**	**--**
	DANA ROAD	WB L-T	E	65.2	0.78	F	931.5	2.91	F	96.5	0.88	F	1188.7	3.47	F	111.4	0.92	F	1231.4	3.56
		WB R	B	13.9	0.13	B	15.0	0.23	B	15.3	0.14	B	18.0	0.27	B	16.9	0.14	B	19.1	0.28
		WB OVERALL	**D**	**35.5**	**--**	**F**	**537.4**	**--**	**D**	**49.8**	**--**	**F**	**689.9**	**--**	**E**	**57.1**	**--**	**F**	**714.9**	**--**
	NYS ROUTE 9A	NB L	B	15.5	0.40	B	15.2	0.46	B	15.9	0.45	B	14.5	0.47	B	15.8	0.46	B	15.6	0.54
		NB T	C	26.4	0.72	C	23.8	0.68	C	26.7	0.74	C	23.8	0.71	C	26.7	0.76	C	23.8	0.72
		T-R	C	26.4	0.72	C	23.7	0.68	C	26.7	0.74	C	23.7	0.71	C	26.7	0.76	C	23.7	0.72
		NB OVERALL	**C**	**24.8**	**--**	**C**	**22.4**	**--**	**C**	**25.1**	**--**	**C**	**22.3**	**--**	**C**	**25.2**	**--**	**C**	**22.5**	**--**
	NYS ROUTE 9A	SB L	B	17.3	0.58	B	16.6	0.46	B	17.9	0.63	B	17.0	0.51	B	18.6	0.66	B	17.3	0.53
		SB T / T	C	20.5	0.55	C	21.2	0.53	C	21.1	0.62	C	20.1	0.51	C	20.7	0.62	C	21.2	0.61
		SB R	B	16.6	0.15	B	17.3	0.12	B	16.1	0.15	B	16.3	0.11	B	15.5	0.14	B	15.9	0.11
		SB OVERALL	**B**	**19.5**	**--**	**C**	**20.1**	**--**	**C**	**20.1**	**--**	**B**	**19.3**	**--**	**B**	**19.9**	**--**	**C**	**20.3**	**--**
	OVERALL INTERSECTION		**C**	**28.8**	**--**	**F**	**123.2**	**--**	**C**	**31.6**	**--**	**F**	**151.1**	**--**	**C**	**32.5**	**--**	**F**	**147.2**	**--**
25	HOSPITAL ROAD & SUNSHINE COTTAGE ROAD																			
	UNSIGNALIZED																			
	SUNSHINE COTTAGE RD.	EB L-T	A	7.4	0.06	A	8.1	0.13	A	7.5	0.07	A	8.2	0.15	A	7.5	0.08	A	8.2	0.16
	HOSPITAL ROAD	SB L	B	11.6	0.17	C	15.5	0.09	B	12.3	0.19	C	16.5	0.10	B	12.6	0.20	C	17.2	0.11
		SB R	A	9.0	0.15	A	9.8	0.13	A	9.1	0.16	B	10.0	0.17	A	9.1	0.17	B	10.1	0.18
26	DANA ROAD & HAMMOND HOUSE ROAD																			
	UNSIGNALIZED																			
	DANA ROAD	EB L-T	B	10.4	0.39	A	8.5	0.08	B	11.1	0.43	A	8.7	0.10	B	11.3	0.45	A	8.9	0.12
	DANA ROAD	WB T-R	A	7.7	0.02	A	8.7	0.19	A	7.8	0.02	A	8.9	0.21	A	7.8	0.02	A	9.0	0.21
	HAMMOND HOUSE ROAD	SB L-R	A	8.6	0.21	A	9.0	0.36	A	8.9	0.23	A	9.6	0.41	A	9.0	0.24	A	9.9	0.43
27	DANA ROAD & WALKER ROAD																			
	UNSIGNALIZED																			
	DANA ROAD	WB L-T	A	8.1	0.02	A	7.9	0.07	A	8.2	0.02	A	8.0	0.08	A	8.2	0.02	A	8.0	0.09
	WALKER ROAD	NB L-R	B	13.2	0.36	C	17.1	0.33	B	14.2	0.40	C	19.3	0.38	B	14.5	0.42	C	19.9	0.41

TABLE NO. 2

PHASE 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2019 EXISTING						YEAR 2024 NO-BUILD						YEAR 2024 BUILD - PHASE 1					
			WEEKDAY AM			WEEKDAY PM			WEEKDAY AM			WEEKDAY PM			WEEKDAY AM			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
28	NYS ROUTE 100 (BRADHURST AVENUE) & LAKEVIEW AVENUE																			
	UNSIGNALIZED																			
	NYS ROUTE 100	SB L-T	A	8.0	0.02	A	8.2	0.02	A	8.0	0.03	A	8.3	0.02	A	8.1	0.03	A	8.3	0.02
	LAKEVIEW AVENUE	SWB L-R	C	24.0	0.44	C	20.8	0.46	D	27.4	0.49	C	23.6	0.51	D	32.0	0.55	D	28.7	0.59
29	NYS ROUTE 100 (BRADHURST AVENUE) NYS ROUTE 100A (KNOLLWOOD ROAD) NYS ROUTE 100C (GRASSLANDS ROAD)																			
	SIGNALIZED *																			
	NYS ROUTE 100C	EB L	C	20.7	0.63	B	18.4	0.39	C	25.3	0.72	B	19.2	0.43	C	26.3	0.74	B	19.4	0.44
		EB T	D	53.2	0.96	D	40.4	0.87	F	65.8	1.02	D	52.5	0.96	F	65.8	1.02	D	52.5	0.96
		EB R	B	19.5	0.55	B	15.2	0.34	C	20.0	0.58	B	15.5	0.35	C	20.0	0.58	B	15.5	0.35
		EB OVERALL	**D**	**38.0**	**--**	**C**	**31.3**	**--**	**D**	**46.0**	**--**	**D**	**39.4**	**--**	**D**	**46.1**	**--**	**D**	**39.5**	**--**
	NYS ROUTE 100	WB L	C	24.7	0.20	C	21.7	0.24	C	25.6	0.23	C	24.2	0.31	C	25.6	0.23	C	24.2	0.31
		WB T-R	C	32.8	0.68	C	28.3	0.65	D	37.5	0.77	C	29.9	0.69	D	38.6	0.79	C	30.4	0.71
		WB OVERALL	**C**	**32.3**	**--**	**C**	**27.7**	**--**	**D**	**36.8**	**--**	**C**	**29.4**	**--**	**D**	**37.8**	**--**	**C**	**29.9**	**--**
	NYS ROUTE 100A	NB L*	E	64.0	0.90	D	51.6	0.84	E	75.5	0.94	E	58.7	0.88	E	75.5	0.94	E	59.2	0.88
		NB T-R*	D	43.8	0.68	C	33.7	0.45	D	46.1	0.72	C	34.3	0.49	D	48.4	0.75	D	35.5	0.53
		NB OVERALL	**D**	**53.9**	**--**	**D**	**42.8**	**--**	**E**	**60.7**	**--**	**D**	**46.7**	**--**	**E**	**61.6**	**--**	**D**	**47.3**	**--**
	NYS ROUTE 100	SB L	C	32.4	0.58	C	31.8	0.22	C	34.0	0.63	C	31.7	0.24	D	36.0	0.67	C	31.5	0.29
		SB T-R	F	139.0	1.14	F	131.9	1.13	F	161.7	1.20	F	154.1	1.19	F	170.9	1.22	F	168.7	1.23
		SB OVERALL	**F**	**100.4**	**--**	**F**	**115.5**	**--**	**F**	**115.7**	**--**	**F**	**133.7**	**--**	**F**	**121.8**	**--**	**F**	**143.0**	**--**
	OVERALL INTERSECTION		**D**	**51.3**	**--**	**D**	**47.2**	**--**	**E**	**59.4**	**--**	**D**	**54.7**	**--**	**E**	**61.2**	**--**	**E**	**57.3**	**--**
30	NYS ROUTE 100C (GRASSLANDS ROAD) & SPRAIN BROOK PKWY NB ON/OFF RAMPS																			
	SIGNALIZED *																			
	NYS ROUTE 100C	EB L	B	16.4	0.09	A	9.8	0.23	B	16.7	0.11	B	10.9	0.32	B	16.7	0.11	B	10.9	0.32
		EB T / T	B	17.9	0.46	A	8.8	0.31	B	18.3	0.49	A	9.7	0.35	B	18.3	0.49	A	9.7	0.35
		EB OVERALL	**B**	**17.8**	**--**	**A**	**8.9**	**--**	**B**	**18.2**	**--**	**A**	**9.9**	**--**	**B**	**18.2**	**--**	**A**	**9.8**	**--**
	NYS ROUTE 100C	WB T / T	C	20.9	0.40	B	13.6	0.35	C	21.4	0.45	B	15.3	0.39	C	21.3	0.45	B	15.2	0.39
		WB R	B	18.3	0.14	B	12.1	0.16	B	18.4	0.15	B	13.5	0.18	B	18.4	0.15	B	13.5	0.18
		WB OVERALL	**C**	**20.5**	**--**	**B**	**13.3**	**--**	**C**	**21.0**	**--**	**B**	**14.9**	**--**	**C**	**21.0**	**--**	**B**	**14.9**	**--**
	SBP NB OFF RAMP	NB L-T	F	72.8	1.03	C	33.7	0.55	F	237.1	1.44	C	34.2	0.63	F	237.1	1.44	C	34.1	0.63
		NB R*	C	33.4	0.78	D	42.0	0.83	D	36.3	0.82	D	41.4	0.82	D	36.3	0.82	D	41.4	0.82
		NB OVERALL	**E**	**57.5**	**--**	**D**	**38.4**	**--**	**F**	**172.3**	**--**	**D**	**38.0**	**--**	**F**	**172.3**	**--**	**D**	**38.0**	**--**
	OVERALL INTERSECTION		**D**	**36.3**	**--**	**B**	**18.3**	**--**	**F**	**93.9**	**--**	**B**	**19.3**	**--**	**F**	**93.9**	**--**	**B**	**19.3**	**--**
31	NYS ROUTE 100C (GRASSLANDS ROAD) & SPRAIN BROOK PKWY SB ON/OFF RAMPS																			
	SIGNALIZED																			
	SBP SB ON/OFF RAMPS	SB L	D	43.6	0.84	D	45.4	0.82	D	43.1	0.85	D	45.1	0.83	D	43.1	0.85	D	45.1	0.83
		SB R	D	41.7	0.73	D	40.6	0.38	D	43.4	0.85	D	40.4	0.41	D	43.4	0.85	D	40.3	0.41
		SB OVERALL	**D**	**42.8**	**--**	**D**	**44.0**	**--**	**D**	**43.2**	**--**	**D**	**43.6**	**--**	**D**	**43.2**	**--**	**D**	**43.6**	**--**
	NYS ROUTE 100C	SEB T / T	A	5.0	0.33	A	6.1	0.62	A	5.5	0.36	A	8.2	0.77	A	5.5	0.36	A	8.2	0.77
		SEB OVERALL	**A**	**5.0**	**--**	**A**	**6.1**	**--**	**A**	**5.5**	**--**	**A**	**8.2**	**--**	**A**	**5.5**	**--**	**A**	**8.2**	**--**
	NYS ROUTE 100C	NWB T / T	A	5.5	0.42	A	3.6	0.25	A	7.0	0.54	A	4.0	0.28	A	7.0	0.54	A	4.0	0.28
		NWB R (FREE)	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
		NWB OVERALL	**A**	**5.5**	**--**	**A**	**3.6**	**--**	**A**	**7.0**	**--**	**A**	**4.0**	**--**	**A**	**7.0**	**--**	**A**	**4.0**	**--**
	OVERALL INTERSECTION		**B**	**12.2**	**--**	**A**	**9.3**	**--**	**B**	**12.7**	**--**	**B**	**10.4**	**--**	**B**	**12.7**	**--**	**B**	**10.4**	**--**
32	NYS ROUTE 100C (GRASSLANDS ROAD) & WOODS ROAD/TAYLOR ROAD																			
	SIGNALIZED																			
	NYS ROUTE 100C	EB L	A	5.7	0.31	B	11.4	0.09	B	12.0	0.48	B	12.9	0.12	B	12.6	0.51	B	13.1	0.16
		EB T	A	2.5	0.25	B	16.4	0.66	A	2.7	0.28	C	26.4	0.86	A	2.7	0.28	C	26.4	0.86
		T-R	A	0.0	0.00	B	16.3	0.66	A	0.0	0.00	C	26.0	0.86	A	0.0	0.00	C	26.0	0.86
		EB OVERALL	**A**	**2.9**	**--**	**B**	**16.3**	**--**	**A**	**4.1**	**--**	**C**	**26.0**	**--**	**A**	**4.3**	**--**	**C**	**25.9**	**--**
	NYS ROUTE 100C	WB L	A	4.1	0.01	C	22.7	0.04	A	4.3	0.01	D	36.6	0.06	A	4.4	0.01	D	36.6	0.06
		WB T	A	7.9	0.53	B	16.4	0.45	B	10.6	0.68	B	18.9	0.52	B	10.8	0.69	B	19.4	0.53
		WB T-R	A	8.0	0.54	B	16.4	0.45	B	11.0	0.70	B	18.9	0.52	B	11.1	0.70	B	19.4	0.53
		WB OVERALL	**A**	**7.9**	**--**	**B**	**16.5**	**--**	**B**	**10.8**	**--**	**B**	**19.1**	**--**	**B**	**10.9**	**--**	**B**	**19.5**	**--**
	TAYLOR ROAD	NB L-T-R	D	42.6	0.04	C	28.0	0.03	D	42.0	0.04	C	27.2	0.03	D	42.0	0.04	C	27.2	0.03
		NB OVERALL	**D**	**42.6**	**--**	**C**	**28.0**	**--**	**D**	**42.0**	**--**	**C**	**27.2**	**--**	**D**	**42.0**	**--**	**C**	**27.2**	**--**
	WOODS ROAD	SB L-T	D	45.6	0.48	D	35.9	0.69	D	45.3	0.50	D	36.2	0.71	D	45.2	0.49	D	36.2	0.71
		SB R	D	40.5	0.21	C	25.2	0.14	D	39.7	0.22	C	24.0	0.16	D	39.7	0.25	C	23.7	0.18
		SB OVERALL	**D**	**44.1**	**--**	**C**	**33.3**	**--**	**D**	**43.6**	**--**	**C**	**32.8**	**--**	**D**	**43.4**	**--**	**C**	**32.5**	**--**
	OVERALL INTERSECTION		**A**	**8.6**	**--**	**B**	**18.4**	**--**	**B**	**10.6**	**--**	**C**	**24.7**	**--**	**B**	**10.8**	**--**	**C**	**24.8**	**--**
33	NYS ROUTE 100C (GRASSLANDS ROAD) & WALKER ROAD/CLEARBROOK ROAD																			
	SIGNALIZED																			
	NYS ROUTE 100C	EB L	C	24.4	0.11	C	26.7	0.04	C	25.0	0.12	C	33.2	0.06	C	25.0	0.14	C	33.5	0.10
		EB T-R	D	37.7	0.87	F	69.9	1.04	E	56.2	0.98	F	261.0	1.51	E	59.0	1.00	F	267.6	1.52
		EB OVERALL	**D**	**36.5**	**--**	**E**	**69.0**	**--**	**D**	**53.6**	**--**	**F**	**257.4**	**--**	**E**	**55.9**	**--**	**F**	**261.5**	**--**
	NYS ROUTE 100C	WB L	C	23.9	0.44	C	33.4	0.49	C	26.8	0.53	D	35.4	0.55	C	27.0	0.53	D	35.4	0.55
		WB T-R	F	174.8	1.31	C	34.8	0.85	F	389.1	1.8	D	53.1	0.98	F	393.8	1.81	E	56.5	0.99
		WB OVERALL	**F**	**142.9**	**--**	**C**	**34.5**	**--**	**F**	**327.9**	**--**	**D**	**49.9**	**--**	**F**	**332.1**	**--**	**D**	**52.7**	**--**
	CLEARBROOK ROAD	NB L-T	D	35.6	0.30	D	36.0	0.52	D	35.2	0.31	D	36.1	0.53	D	35.2	0.31	D	36.1	0.53
		NB R	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
		NB OVERALL	**D**	**35.6**	**--**	**D**	**36.0**	**--**	**D**	**35.2**	**--**	**D**	**36.1**	**--**	**D**	**35.2**	**--**	**D**	**36.1**	**--**
	WALKER ROAD	SB L-T	D	35.1	0.57	C	29.4	0.61	C	34.7	0.58	C	29.1	0.62	C	34.7	0.58	C	29.1	0.62
		R	C	30.5	0.06	C	22.6	0.04	C	29.9	0.06	C	21.9	0.05	C	29.9	0.06	C	21.9	0.05
		SB OVERALL	**C**	**34.7**	**--**	**C**	**29.0**	**--**	**C**	**34.3**	**--**	**C**	**28.6**	**--**	C	34.3	--	C	**28.6**	**--**
	OVERALL INTERSECTION		**F**	**98.9**	**--**	**D**	**47.2**	**--**	**F**	**223.8**	**--**	**F**	**140.7**	**--**	**F**	**226.3**	**--**	**F**	**144.3**	**--**

NOTES:

1) THE ABOVE REPRESENTS THE LEVELS OF SERVICE AND VEHICLE DELAY IN SECONDS, B [13.2] FOR EACH MOVEMENT, FOR EACH APPROACH AS WELL AS FOR THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS AND
THE LEVELS OF SERVICE AND AVERAGE TOTAL DELAY IN SECONDS, B[10.9] FOR THE UNSIGNALIZED INTERSECTIONS.

* INTERSECTION 30 - NORTHBOUND RIGHT TURN VOLUME IS LESS THAN THE DEMAND DUE TO THE OPERATION OF THE NYS ROUTE 100C / NYS ROUTE 100A / NYS ROUTE 100 INTERSECTION (INTERSECTION 29)

TABLE NO. 4

PHASE 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2039 NO-BUILD						YEAR 2039 BUILD - PHASE 2					
			WEEKDAY AM			WEEKDAY PM			WEEKDAY AM			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
1	NYS ROUTE 100 (BRADHURST AVENUE) & SBP SB ON/OFF RAMPS													
	UNSIGNALIZED													
	NYS ROUTE 100	NB L-T	A	9.0	0.00	A	7.4	0.00	A	8.9	0.00	A	7.5	0.00
	SBP SB OFF RAMP	EB L-R	B	14.0	0.08	B	11.7	0.05	B	13.7	0.08	B	12.0	0.05
2	NYS ROUTE 100 (BRADHURST AVENUE) & SBP NB ON RAMP													
	UNSIGNALIZED													
	NYS ROUTE 100	NB L-T	B	11.2	0.15	A	8.4	0.23	B	12.7	0.24	A	9.3	0.34
3	NYS ROUTE 100 (BRADHURST AVENUE) & HOSPITAL ROAD													
	SIGNALIZED													
	HOSPITAL ROAD	EB L	B	19.7	0.52	D	47.3	0.97	--	--	--	--	--	--
		EB R	C	23.3	0.82	B	13.9	0.14	--	--	--	--	--	--
		EB OVERALL	**C**	**21.7**	**--**	**D**	**44.1**	**--**	**--**	**--**	**--**	**--**	**--**	**--**
	NYS ROUTE 100	NB L-T	F	172.3	1.24	D	41.9	0.90	--	--	--	--	--	--
		NB OVERALL	**F**	**172.3**	**--**	**D**	**41.9**	**--**	**--**	**--**	**--**	**--**	**--**	**--**
	NYS ROUTE 100	SB T-R	F	51.9	1.03	B	15.1	0.29	--	--	--	--	--	--
		SB OVERALL	**D**	**51.9**	**--**	**B**	**15.1**	**--**	**--**	**--**	**--**	**--**	**--**	**--**
	OVERALL INTERSECTION		**D**	**54.4**	**--**	**D**	**39.3**	**--**	**--**	**--**	**--**	**--**	**--**	**--**
	W/ SIGNAL TIMING IMPROVEMENTS													
	HOSPITAL ROAD	EB L	**--**	**--**	**--**	**--**	**--**	**--**	F	170.1	1.21	F	90.5	1.09
		R	**--**	**--**	**--**	**--**	**--**	**--**	F	455.6	1.87	C	20.3	0.33
		EB OVERALL	**--**	**--**	**--**	**--**	**--**	**--**	**F**	**330.0**	**--**	**E**	**77.6**	**--**
	NYS ROUTE 100	NB L-T	**--**	**--**	**--**	**--**	**--**	**--**	F	92.8	1.01	E	58.9	0.96
		NB OVERALL	**--**	**--**	**--**	**--**	**--**	**--**	**F**	**92.8**	**--**	**E**	**58.9**	**--**
	NYS ROUTE 100	SB T-R	**--**	**--**	**--**	**--**	**--**	**--**	B	14.7	0.85	B	16.6	0.36
		SB OVERALL	**--**	**--**	**--**	**--**	**--**	**--**	**B**	**14.7**	**--**	**B**	**16.6**	**--**
	OVERALL INTERSECTION		**--**	**--**	**--**	**--**	**--**	**--**	**F**	**126.3**	**--**	**E**	**61.9**	**--**
	W/ ROUNDABOUT		**--**	**--**	**--**	**--**	**--**	**--**	**D**	**31.8**	**--**	**A**	**9.0**	**--**
4	NYS ROUTE 100 (BRADHURST AVENUE) & 19 BRADHURST DRIVEWAY													
	UNSIGNALIZED													
	NYS ROUTE 100	NWB L-T	A	9.7	0.07	A	7.8	0.01	A	9.9	0.07	A	8.1	0.01
	19 BRADHURST DRWY	EB L	D	27.4	0.26	E	37.6	0.81	E	36.3	0.33	F	122.1	1.12
	19 BRADHURST DRWY	EB R	B	13.8	0.04	A	9.8	0.11	B	14.4	0.05	B	11.0	0.14
5	HOSPITAL ROAD & SBP NB OFF RAMP													
	UNSIGNALIZED													
	SBP NB OFF RAMP	NB L-R	F	301.8	1.60	F	83.5	1.04	F	1020.6	3.19	F	286.7	1.54
	W/ ROUNDABOUT AT INTERSECTION #3		**--**	**--**	**--**	**--**	**--**	**--**	**F**	**174.5**	**1.33**	**F**	**81.8**	**1.04**
6	HOSPITAL ROAD & SBP SB ON RAMP													
	UNSIGNALIZED													
	HOSPITAL ROAD	WB L	A	8.5	0.05	B	11.1	0.24	A	9.0	0.05	B	13.4	0.27
7	HOSPITAL ROAD & WOODS ROAD													
	UNSIGNALIZED													
	HOSPITAL ROAD	EB T-R	B	10.3	0.27	D	32.4	0.84	--	--	--	--	--	--
	HOSPITAL ROAD	WB L	C	16.9	0.61	B	13.6	0.33	--	--	--	--	--	--
	HOSPITAL ROAD	WB T	C	23.1	0.77	B	12.4	0.30	--	--	--	--	--	--
	WOODS ROAD	NB L-R	B	11.1	0.27	C	21.4	0.70	--	--	--	--	--	--
									--	--	--	--	--	--
	OVERALL INTERSECTION		**C**	**17.8**	**--**	**C**	**23.7**	**--**	**--**	**--**	**--**	**--**	**--**	**--**
	W/SIGNALIZATION W/ IMPROVEMENTS													
	HOSPITAL ROAD	EB L	**--**	**--**	**--**	**--**	**--**	**--**	C	25.1	0.14	B	11.6	0.03
		EB T	**--**	**--**	**--**	**--**	**--**	**--**	C	3.8	0.42	C	22.2	0.71
		EB T-R	**--**	**--**	**--**	**--**	**--**	**--**	C	24.1	0.43	C	22.5	0.71
		EB APPROACH	**--**	**--**	**--**	**--**	**--**	**--**	**C**	**2.6**	**--**	**C**	**22.2**	**--**
	HOSPITAL ROAD	WB L	**--**	**--**	**--**	**--**	**--**	**--**	B	3.8	0.54	B	16.4	0.42
		WB T-R	**--**	**--**	**--**	**--**	**--**	**--**	D	46.6	0.97	B	13.7	0.33
		WB APPROACH	**--**	**--**	**--**	**--**	**--**	**--**	**D**	**39.3**	**--**	**B**	**14.4**	**--**
	WOODS ROAD	NB L-T	**--**	**--**	**--**	**--**	**--**	**--**	D	49.8	0.83	D	38.1	0.69
		NB R	**--**	**--**	**--**	**--**	**--**	**--**	C	24.4	0.29	C	29.0	0.48
		NB APPROACH	**--**	**--**	**--**	**--**	**--**	**--**	**D**	**40.9**	**--**	**C**	**33.5**	**--**
	WOODS ROAD	SB L-T-R	**--**	**--**	**--**	**--**	**--**	**--**	C	28.2	0.20	C	28.8	0.22
		SB APPROACH	**--**	**--**	**--**	**--**	**--**	**--**	**C**	**28.2**	**--**	**C**	**28.8**	**--**
	OVERALL INTERSECTION		**--**	**--**	**--**	**--**	**--**	**--**	**D**	**35.9**	**--**	**C**	**23.0**	**--**

TABLE NO. 4

PHASE 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION			YEAR 2039 NO-BUILD						YEAR 2039 BUILD - PHASE 2					
				WEEKDAY AM			WEEKDAY PM			WEEKDAY AM			WEEKDAY PM		
				LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
8	HOSPITAL ROAD WESTCHESTER MEDICAL CENTER LOT 10 PROPOSED DRIVEWAY #2														
	UNSIGNALIZED														
	HOSPITAL ROAD	EB	L	--	--	--	--	--	--	--	--	--	--	--	--
	HOSPITAL ROAD	WB	L	A	7.7	0.05	A	8.4	0.04	--	--	--	--	--	--
	WMC LOT 10	NB	L-T-R	A	8.2	0.03	A	9.2	0.12	--	--	--	--	--	--
	PROP DRWY #2	SB	L-R	--	--	--	--	--	--	--	--	--	--	--	--
	W/SIGNALIZATION														
	HOSPITAL ROAD	EB	L	--	--	--	--	--	--	A	7.3	0.30	C	22.5	0.51
			T	--	--	--	--	--	--	A	6.1	0.14	C	21.0	0.45
			R	--	--	--	--	--	--	A	5.5	0.03	B	16.7	0.02
		EB	**APPROACH**	--	--	--	--	--	--	**A**	**6.4**	**--**	**C**	**21.3**	**--**
	HOSPITAL ROAD	WB	L	--	--	--	--	--	--	A	0.1	0.10	D	35.1	0.11
			T	--	--	--	--	--	--	A	1.1	0.67	D	39.5	0.45
			R	--	--	--	--	--	--	A	0.6	0.49	D	43.5	0.58
		WB	**APPROACH**	--	--	--	--	--	--	**A**	**0.9**	**--**	**D**	**41.3**	**--**
	WMC LOT 10	NB	L-T-R	--	--	--	--	--	--	C	30.0	0.02	D	14.1	0.05
		NB	**APPROACH**	--	--	--	--	--	--	**C**	**30.0**	**--**	**D**	**14.1**	**--**
	PROP DRWY #2	SB	L-T-R	--	--	--	--	--	--	D	45.9	0.72	C	32.0	0.84
		SB	**APPROACH**	--	--	--	--	--	--	**D**	**45.9**	**--**	**C**	**32.0**	**--**
	OVERALL INTERSECTION			--	--	--	--	--	--	**A**	**7.8**	**--**	**C**	**30.0**	**--**
9	HOSPITAL ROAD & PROPOSED ROUTE 9A CONNECTOR														
	SIGNALIZED														
	HOSPITAL ROAD	NEB	L	--	--	--	--	--	--	A	5.6	0.30	B	11.7	0.27
		NEB	T	--	--	--	--	--	--	A	3.5	0.10	A	9.8	0.17
		NEB	**APPROACH**	--	--	--	--	--	--	**A**	**4.3**	**--**	**B**	**10.4**	**--**
	HOSPITAL ROAD	SWB	T	--	--	--	--	--	--	A	8.4	0.34	B	16.6	0.26
		SWB	R	--	--	--	--	--	--	A	9.0	0.39	B	16.3	0.23
		SWB	**APPROACH**	--	--	--	--	--	--	**A**	**8.7**	**--**	**B**	**16.5**	**--**
	ROUTE 9A CONNECTOR	SEB	L	--	--	--	--	--	--	D	47.4	0.83	D	43.9	0.91
		SEB	R	--	--	--	--	--	--	D	44.4	0.72	C	27.0	0.37
		SEB	**APPROACH**	--	--	--	--	--	--	**D**	**46.1**	**--**	**D**	**39.4**	**--**
	OVERALL INTERSECTION			--	--	--	--	--	--	**B**	**16.6**	**--**	**C**	**24.7**	**--**
10	PROPOSED ROUTE 9A CONNECTOR & PROPOSED DRIVEWAY #3														
	UNSIGNALIZED														
	ROUTE 9A CONNECTOR	SB	L	--	--	--	--	--	--	A	9.5	0.20	A	8.3	0.11
	PROP DRWY #3	WB	L	--	--	--	--	--	--	F	56.3	0.64	F	192.1	1.28
			R	--	--	--	--	--	--	B	12.4	0.18	B	12.3	0.33
11	PROPOSED ROUTE 9A CONNECTOR & PROPOSED DRIVEWAY #4														
	UNSIGNALIZED														
	ROUTE 9A CONNECTOR	SB	L	--	--	--	--	--	--	A	9.1	0.20	A	8.6	0.04
	PROP DRWY #4	WB	L	--	--	--	--	--	--	E	41.9	0.43	F	59.6	0.89
			R	--	--	--	--	--	--	B	10.5	0.08	C	16.2	0.44
12	NYS ROUTE 9A & ROSEDALE NURSERIES														
	UNSIGNALIZED														
	NYS ROUTE 9A	EB	L-T	B	13.5	0.03	A	8.7	0.01	--	--	--	--	--	--
			T-R	A	0.3	0.00	A	0.1	0.00	--	--	--	--	--	--
	ROSEDALE NURSERIES	SB	L-T-R	F	54.5	0.06	D	28.1	0.24	--	--	--	--	--	--
	W/ PROPOSED ROUTE 9A CONNECTOR W/ SIGNALIZATION														
	NYS ROUTE 9A	EB	L-T	--	--	--	--	--	--	A	5.1	0.33	A	7.3	0.16
		EB	T-R	--	--	--	--	--	--	A	5.5	0.48	A	7.7	0.61
		EB	**APPROACH**	--	--	--	--	--	--	**A**	**5.3**	**--**	**A**	**7.5**	**--**
	NYS ROUTE 9A	WB	L-T	--	--	--	--	--	--	F	130.3	1.07	B	19.0	0.54
		WB	T-R	--	--	--	--	--	--	B	14.8	0.84	A	6.3	0.45
		WB	APPROACH	--	--	--	--	--	--	**E**	**65.8**	**--**	**A**	**9.7**	**--**
	ROUTE 9A CONNECTOR	NB	L	--	--	--	--	--	--	E	55.3	0.60	E	79.9	0.98
	ROUTE 9A CONNECTOR	NB	R	--	--	--	--	--	--	D	50.8	0.50	C	28.9	0.47
		NB	**APPROACH**	--	--	--	--	--	--	**D**	**53.2**	**--**	**E**	**57.2**	**--**
	ROSEDALE NURSERIES	SB	L-T-R	--	--	--	--	--	--	D	46.8	0.03	D	42.9	0.49
		SB	**APPROACH**	--	--	--	--	--	--	**D**	**46.8**	**--**	**D**	**42.9**	**--**
	OVERALL INTERSECTION			--	--	--	--	--	--	**D**	**44.1**	**--**	**C**	**20.1**	**--**

TABLE NO. 4

PHASE 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2039 NO-BUILD						YEAR 2039 BUILD - PHASE 2					
			WEEKDAY AM			WEEKDAY PM			WEEKDAY AM			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
13	NYS ROUTE 100 (BRADHURST AVENUE) & JOYCE PLACE													
	UNSIGNALIZED													
	NYS ROUTE 100	NB L-T	A	10.0	0.08	A	8.3	0.06	A	9.8	0.08	A	8.4	0.07
	JOYCE PLACE	EB L-R	C	17.3	0.20	B	13.1	0.22	C	16.8	0.19	B	13.4	0.23
14	NYS ROUTE 100 (BRADHURST AVENUE) & BROAD STREET													
	UNSIGNALIZED													
	NYS ROUTE 100	NB L-T-R	A	0.0	0.00	A	8.3	0.01	A	9.2	0.00	A	8.4	0.01
	NYS ROUTE 100	SB L-T-R	A	7.6	0.00	A	8.9	0.01	A	7.6	0.00	A	8.8	0.01
	BROAD STREET	EB L-T-R	B	13.9	0.02	C	15.2	0.04	B	13.4	0.03	B	14.3	0.05
	BROAD STREET	WB L-T-R	C	18.4	0.07	C	23.2	0.11	C	18.1	0.07	C	24.4	0.13
15	NYS ROUTE 100 (BRADHURST AVENUE) & CHELSEA STREET													
	UNSIGNALIZED													
	NYS ROUTE 100	NB L-T-R	A	0.0	0.00	A	7.9	0.00	A	8.9	0.00	A	7.9	0.01
	NYS ROUTE 100	SB L-T-R	A	7.8	0.04	A	8.9	0.03	A	7.8	0.04	A	8.8	0.03
	CHELSEA STREET	EB L-T-R	B	14.7	0.04	B	13.8	0.04	B	13.8	0.04	B	13.0	0.05
	CHELSEA STREET	WB L-T-R	F	109.5	0.97	F	104.2	1.00	F	90.4	0.91	F	113.9	1.03
16	NYS ROUTE 100 (BRADHURST AVENUE) & BRIGHTON AVENUE													
	UNSIGNALIZED													
	NYS ROUTE 100	SB L-T	A	0.0	0.00	A	0.0	0.00	A	7.5	0.01	A	0.0	0.00
	BRADHURST AVENUE	WB L-R	D	32.6	0.49	C	19.9	0.33	E	36.8	0.66	C	18.4	0.36
17	NYS ROUTE 141 (BROADWAY) & BRADHURST AVENUE/MEMORIAL DRIVE													
	SIGNALIZED													
	BRADHURST AVENUE	EB L-T-R	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
		EB OVERALL	**A**	**0.0**	**--**	**A**	**0.0**	**--**	**A**	**0.0**	**--**	**A**	**0.0**	**--**
	NYS ROUTE 141	WB L-T	C	31.6	0.29	B	16.3	0.21	C	34.7	0.46	B	17.0	0.28
		WB R	A	4.6	0.31	A	5.9	0.37	A	4.6	0.31	A	5.9	0.37
		WB OVERALL	**B**	**11.8**	**--**	**A**	**8.7**	**--**	**B**	**15.6**	**--**	**A**	**9.4**	**--**
	NYS ROUTE 141	SEB L-T-R	D	39.4	0.96	C	21.9	0.82	D	39.4	0.96	C	21.9	0.82
		SEB OVERALL	**D**	**39.4**	**--**	**C**	**21.9**	**--**	**D**	**39.4**	**--**	**C**	**21.9**	**--**
	MEMORIAL DRIVE	NWB L-T-R	D	46.2	0.74	C	30.9	0.62	D	46.2	0.74	C	30.9	0.62
		NWB OVERALL	**D**	**46.2**	**--**	**C**	**30.9**	**--**	**D**	**46.2**	**--**	**C**	**30.9**	**--**
	OVERALL INTERSECTION		**C**	**28.9**	**--**	**B**	**14.2**	**--**	**C**	**28.9**	**--**	**B**	**13.5**	**--**
18	NYS ROUTE 141 (BROADWAY) & SPRAIN BROOK PARKWAY SB ON RAMP													
	UNSIGNALIZED													
	NYS ROUTE 141	WB L-T	B	11.8	0.21	A	9.9	0.19	B	12.0	0.21	B	10.4	0.21
19	NYS ROUTE 141 (BROADWAY) & WEST CROSS STREET													
	SIGNALIZED													
	NYS ROUTE 141	EB L-T-R	B	11.3	0.47	B	11.5	0.51	B	11.5	0.49	B	11.8	0.53
		EB OVERALL	**B**	**11.3**	**--**	**B**	**11.5**	**--**	**B**	**11.5**	**--**	**B**	**11.8**	**--**
	NYS ROUTE 141	WB L-T-R	B	11.5	0.52	B	11.4	0.52	B	11.7	0.53	B	11.7	0.54
		WB OVERALL	**B**	**11.5**	**--**	**B**	**11.4**	**--**	**B**	**11.7**	**--**	**B**	**11.7**	**--**
	W CROSS STREET	NB L-T-R	B	11.0	0.46	B	10.7	0.43	B	12.1	0.53	B	10.9	0.44
		NB OVERALL	**B**	**11.0**	**--**	**B**	**10.7**	**--**	**B**	**12.1**	**--**	**B**	**10.9**	**--**
	BROADWAY	SB L-T-R	A	7.5	0.06	A	8.2	0.16	A	7.5	0.06	A	8.2	0.16
		SB OVERALL	**A**	**7.5**	**--**	**A**	**8.2**	**--**	**A**	**7.5**	**--**	**A**	**8.2**	**--**
	OVERALL INTERSECTION		**B**	**11.1**	**--**	**B**	**11.0**	**--**	**B**	**11.6**	**--**	**B**	**11.2**	**--**

TABLE NO. 4

PHASE 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2039 NO-BUILD						YEAR 2039 BUILD - PHASE 2					
			WEEKDAY AM			WEEKDAY PM			WEEKDAY AM			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
20	NYS ROUTE 9A & PARKVIEW BOULEVARD/BELMONT ROAD													
	UNSIGNALIZED													
	NYS ROUTE 9A	NB L-T	B	13.2	0.00	A	0.0	0.00	C	15.0	0.00	A	0.0	0.00
	NYS ROUTE 9A	SB L-T	A	9.0	0.00	B	13.0	0.00	A	9.4	0.00	C	15.7	0.00
	PARKVIEW BOULEVARD	EB L-T-R	A	0.0	0.00	E	41.3	0.09	A	0.0	0.00	F	79.3	0.17
	BELMONT ROAD	WB L-T-R	C	22.0	0.26	C	18.1	0.19	D	31.3	0.35	C	24.4	0.26
21	NYS ROUTE 9A & SKYLINE DRIVE (NORTH LEG)													
	SIGNALIZED													
	NYS ROUTE 9A	EB T	A	4.2	0.36	A	8.7	0.53	A	5.7	0.52	A	9.6	0.58
		EB T-R	A	4.2	0.36	A	8.7	0.53	A	5.7	0.52	A	9.6	0.59
		EB OVERALL	**A**	**4.2**	**--**	**A**	**8.7**	**--**	**A**	**5.7**	**--**	**A**	**9.6**	**--**
	NYS ROUTE 9A	WB L	A	3.1	0.45	A	6.0	0.14	A	6.4	0.67	A	7.0	0.23
		WB T	A	8.6	0.82	A	5.2	0.46	A	1.1	0.91	A	2.2	0.76
		WB OVERALL	**A**	**7.6**	**--**	**A**	**5.3**	**--**	**A**	**2.0**	**--**	**A**	**2.5**	**--**
	SKYLINE DRIVE	NB L	E	60.6	0.48	E	67.6	0.80	E	57.9	0.40	E	67.6	0.80
		NB R	E	63.7	0.59	F	202.6	1.27	E	63.9	0.66	F	237.9	1.35
		NB OVERALL	**E**	**62.2**	**--**	**F**	**147.0**	**--**	**E**	**61.5**	**--**	**F**	**170.5**	**--**
	OVERALL INTERSECTION		**A**	**8.4**	**--**	**C**	**35.0**	**--**	**A**	**5.5**	**--**	**C**	**33.8**	**--**
22	NYS ROUTE 9A & SAW MILL RIVER PKWY. NB ON/OFF RAMPS 1824 DRIVEWAY													
	SIGNALIZED													
	SMRP NB ON/OFF RAMPS	SEB L	D	53.9	0.77	D	53.4	0.84	F	92.2	1.04	E	55.5	0.86
		SEB L-T-R	E	70.6	0.90	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
		SEB OVERALL	**E**	**62.9**	**--**	**D**	**53.4**	**--**	**F**	**92.2**	**--**	**E**	**55.5**	**--**
	1824 DRIVEWAY	NWB L	E	57.0	0.33	E	57.0	0.36	E	57.0	0.33	E	57.0	0.36
		NWB L-T	E	57.3	0.38	E	57.4	0.43	E	57.3	0.38	E	57.4	0.43
		NWB R	D	52.1	0.16	D	52.3	0.23	D	52.1	0.16	D	52.3	0.23
		NWB OVERALL	**E**	**55.8**	**--**	**E**	**55.7**	**--**	**E**	**55.8**	**--**	**E**	**55.7**	**--**
	NYS ROUTE 9A	NEB L	B	13.4	0.31	B	10.3	0.60	B	16.9	0.38	C	30.4	0.85
		NEB T	B	14.8	0.35	B	13.0	0.46	B	17.8	0.43	B	14.8	0.51
		NEB T-R	B	14.8	0.35	B	12.9	0.46	B	17.7	0.43	B	14.7	0.51
		NEB OVERALL	**B**	**14.6**	**--**	**B**	**12.3**	**--**	**B**	**17.6**	**--**	**B**	**18.3**	**--**
	NYS ROUTE 9A	SWB L	B	10.3	0.12	A	9.9	0.16	B	12.1	0.14	B	11.2	0.18
		SWB T	B	17.8	0.59	B	14.8	0.41	C	20.6	0.69	B	19.6	0.64
		SWB T-R	B	17.7	0.59	B	14.8	0.41	C	20.6	0.69	B	19.6	0.64
		SWB OVERALL	**B**	**17.3**	**--**	**B**	**14.5**	**--**	**C**	**20.2**	**--**	**B**	**19.1**	**--**
	OVERALL INTERSECTION		**C**	**27.3**	**--**	**C**	**20.1**	**--**	**D**	**38.5**	**--**	**C**	**24.6**	**--**
23	NYS ROUTE 9A & SKYLINE DRIVE (SOUTH LEG)													
	UNSIGNALIZED													
	NYS ROUTE 9A	SB L-T	A	9.2	0.09	B	13.2	0.02	A	9.6	0.10	B	13.9	0.02
	SKYLINE DRIVE	WB L	E	37.1	0.33	F	447.3	1.79	F	52.9	0.43	F	893.4	2.73
	SKYLINE DRIVE	WB R	B	10.1	0.02	B	14.6	0.16	B	10.4	0.02	C	15.3	0.16
24	NYS ROUTE 9A & DANA ROAD / HOME DEPOT DRIVEWAY													
	SIGNALIZED													
	HOME DEPOT DRWY	EB L-T	F	209.0	1.23	F	534.9	2.01	F	237.9	1.30	F	609.1	2.17
		EB R	B	17.5	0.23	B	17.3	0.25	B	19.7	0.24	C	20.6	0.27
		EB OVERALL	**F**	**104.7**	**--**	**F**	**287.4**	**--**	**F**	**119.1**	**--**	**F**	**327.6**	**--**
	DANA ROAD	WB L-T	F	99.0	0.89	F	1195.0	3.48	F	118.5	0.94	F	1321.3	3.75
		WB R	B	15.6	0.14	B	18.1	0.27	B	17.7	0.15	C	21.5	0.29
		WB OVERALL	**D**	**51.1**	**--**	**F**	**693.6**	**--**	**E**	**60.6**	**--**	**F**	**767.5**	**--**
	NYS ROUTE 9A	NB L	B	16.2	0.47	B	14.4	0.47	B	16.5	0.50	B	18.6	0.64
		NB T	C	26.7	0.74	C	23.8	0.71	C	26.9	0.76	C	22.8	0.70
		T-R	C	26.7	0.74	C	23.7	0.71	C	26.9	0.76	C	22.7	0.70
		NB OVERALL	**C**	**25.2**	**--**	**C**	**22.3**	**--**	**C**	**25.6**	**--**	**C**	**22.1**	**--**
	NYS ROUTE 9A	SB L	B	18.0	0.64	B	17.0	0.52	B	19.1	0.67	B	16.9	0.53
		SB T / T	C	21.3	0.64	C	20.1	0.51	C	21.4	0.67	C	22.8	0.72
		SB R	B	16.0	0.15	B	16.2	0.11	B	15.2	0.14	B	15.0	0.10
		SB OVERALL	**C**	**20.3**	**--**	**B**	**19.3**	**--**	**C**	**20.5**	**--**	**C**	**21.7**	**--**
	OVERALL INTERSECTION		**C**	**31.7**	**--**	**F**	**151.4**	**--**	**C**	**33.1**	**--**	**F**	**147.2**	**--**
25	HOSPITAL ROAD & SUNSHINE COTTAGE ROAD													
	UNSIGNALIZED													
	SUNSHINE COTTAGE RD.	EB L-T	A	7.5	0.07	A	8.2	0.15	A	7.5	0.08	A	8.2	0.17
	HOSPITAL ROAD	SB L	B	12.3	0.19	C	16.5	0.10	B	12.7	0.20	C	17.7	0.11
		SB R	A	9.1	0.16	B	10.0	0.17	A	9.2	0.17	B	10.2	0.19
26	DANA ROAD & HAMMOND HOUSE ROAD													
	UNSIGNALIZED													
	DANA ROAD	EB L-T	B	11.1	0.43	A	8.7	0.10	B	11.5	0.46	A	9.0	0.13
	DANA ROAD	WB T-R	A	7.8	0.02	A	8.9	0.21	A	7.9	0.02	A	9.0	0.21
	HAMMOND HOUSE ROAD	SB L-R	A	8.9	0.23	A	9.6	0.41	A	9.0	0.25	B	10.1	0.44
27	DANA ROAD & WALKER ROAD													
	UNSIGNALIZED													
	DANA ROAD	WB L-T	A	8.2	0.02	A	8.0	0.08	A	8.2	0.03	A	8.1	0.09
	WALKER ROAD	NB L-R	B	14.2	0.40	C	19.3	0.38	B	14.9	0.43	C	20.7	0.44

TABLE NO. 4

PHASE 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2039 NO-BUILD						YEAR 2039 BUILD - PHASE 2					
			WEEKDAY AM			WEEKDAY PM			WEEKDAY AM			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
28	NYS ROUTE 100 (BRADHURST AVENUE) & LAKEVIEW AVENUE													
	UNSIGNALIZED													
	NYS ROUTE 100	SB L-T	A	8.0	0.03	A	8.3	0.02	A	8.3	0.03	A	8.4	0.04
	LAKEVIEW AVENUE	SWB L-R	D	27.4	0.49	C	23.6	0.51	E	41.2	0.65	E	43.4	0.72
29	NYS ROUTE 100 (BRADHURST AVENUE) NYS ROUTE 100A (KNOLLWOOD ROAD) NYS ROUTE 100C (GRASSLANDS ROAD)													
	SIGNALIZED *													
	NYS ROUTE 100C	EB L	C	26.3	0.74	B	19.2	0.43	C	30.2	0.79	B	19.6	0.45
		EB T	F	67.0	1.02	D	53.1	0.96	F	67.0	1.02	D	53.1	0.96
		EB R	C	20.0	0.58	B	15.5	0.35	C	20.0	0.58	B	15.5	0.35
		EB OVERALL	**D**	**46.8**	**--**	**D**	**39.8**	**--**	**D**	**47.5**	**--**	**D**	**39.9**	**--**
	NYS ROUTE 100	WB L	C	25.6	0.23	C	24.3	0.31	C	25.6	0.23	C	24.3	0.31
		WB T-R	D	38.5	0.79	C	29.9	0.69	D	42.8	0.85	C	31.0	0.72
		WB OVERALL	**D**	**37.7**	**--**	**C**	**29.4**	**--**	**D**	**41.8**	**--**	**C**	**30.4**	**--**
	NYS ROUTE 100A	NB L*	E	75.5	0.94	E	58.7	0.88	E	75.5	0.94	E	59.4	0.88
		NB T-R*	D	46.1	0.72	C	34.3	0.49	E	55.1	0.82	D	37.8	0.58
		NB OVERALL	**E**	**60.7**	**--**	**D**	**46.7**	**--**	**E**	**64.5**	**--**	**D**	**48.3**	**--**
	NYS ROUTE 100	SB L	C	34.0	0.63	C	31.7	0.24	D	42.1	0.75	C	31.1	0.37
		SB T-R	F	161.7	1.20	F	154.1	1.19	F	182.9	1.25	F	199.0	1.30
		SB OVERALL	**F**	**115.7**	**--**	**F**	**133.7**	**--**	**F**	**130.9**	**--**	**F**	**162.6**	**--**
	OVERALL INTERSECTION		**E**	**59.9**	**--**	**D**	**54.8**	**--**	**E**	**65.0**	**--**	**E**	**63.1**	**--**
30	NYS ROUTE 100C (GRASSLANDS ROAD) & SPRAIN BROOK PKWY NB ON/OFF RAMPS													
	SIGNALIZED *													
	NYS ROUTE 100C	EB L	B	16.8	0.12	B	11.0	0.33	B	16.8	0.12	B	11.0	0.33
		EB T / T	B	18.3	0.49	A	9.7	0.35	B	18.3	0.49	A	9.7	0.35
		EB OVERALL	**B**	**18.3**	**--**	**A**	**9.9**	**--**	**B**	**18.3**	**--**	**A**	**9.9**	**--**
	NYS ROUTE 100C	WB T / T	C	21.6	0.46	B	15.3	0.39	C	21.4	0.46	B	15.3	0.39
		WB R	B	18.5	0.15	B	13.5	0.18	B	18.5	0.15	B	13.5	0.18
		WB OVERALL	**C**	**21.2**	**--**	**B**	**15.0**	**--**	**C**	**21.1**	**--**	**B**	**15.0**	**--**
	SBP NB OFF RAMP	NB L-T	F	298.0	1.58	C	34.3	0.64	F	298.0	1.58	C	34.3	0.64
		NB R*	D	36.3	0.82	D	41.3	0.82	D	36.3	0.82	D	41.3	0.82
		NB OVERALL	**F**	**218.7**	**--**	**D**	**38.0**	**--**	**F**	**218.7**	**--**	**D**	**38.0**	**--**
	OVERALL INTERSECTION		**F**	**119.1**	**--**	**B**	**19.3**	**--**	**F**	**119.1**	**--**	**B**	**19.3**	**--**
31	NYS ROUTE 100C (GRASSLANDS ROAD) & SPRAIN BROOK PKWY SB ON/OFF RAMPS													
	SIGNALIZED													
	SBP SB ON/OFF RAMPS	SB L	D	41.9	0.81	D	45.1	0.83	D	41.9	0.81	D	45.1	0.83
		SB R	D	43.1	0.85	D	40.3	0.41	D	43.1	0.85	D	40.3	0.41
		SB OVERALL	**D**	**42.5**	**--**	**D**	**43.6**	**--**	**D**	**42.5**	**--**	**D**	**43.6**	**--**
	NYS ROUTE 100C	SEB T / T	A	7.4	0.55	F	144.3	1.29	A	7.4	0.55	F	144.3	1.29
		SEB OVERALL	**A**	**7.4**	**--**	**F**	**144.3**	**--**	**A**	**7.4**	**--**	**F**	**144.3**	**--**
	NYS ROUTE 100C	NWB T / T	A	7.7	0.59	A	4.0	0.28	A	7.7	0.59	A	4.0	0.28
		NWB R (FREE)	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
		NWB OVERALL	**A**	**7.7**	**--**	**A**	**4.0**	**--**	**A**	**7.7**	**--**	**A**	**4.0**	**--**
	OVERALL INTERSECTION		**B**	**12.7**	**--**	**F**	**112.5**	**--**	**B**	**12.7**	**--**	**F**	**112.5**	**--**
32	NYS ROUTE 100C (GRASSLANDS ROAD) & WOODS ROAD/TAYLOR ROAD													
	SIGNALIZED													
	NYS ROUTE 100C	EB L	B	15.8	0.53	B	12.9	0.12	B	17.6	0.59	B	13.3	0.19
		EB T	A	2.8	0.29	C	27.3	0.87	A	2.8	0.29	C	27.4	0.87
		T-R	A	0.0	0.00	C	26.9	0.87	A	0.0	0.00	C	27.0	0.87
		EB OVERALL	**A**	**4.6**	**--**	**C**	**26.9**	**--**	**A**	**5.1**	**--**	**C**	**26.8**	**--**
	NYS ROUTE 100C	WB L	A	4.3	0.01	D	37.6	0.06	A	4.4	0.01	D	37.7	0.06
		WB T	B	11.5	0.73	B	19.0	0.53	B	11.7	0.73	B	19.8	0.54
		WB T-R	B	12.1	0.75	B	19.0	0.53	B	12.3	0.75	B	19.8	0.54
		WB OVERALL	**B**	**11.8**	**--**	**B**	**19.1**	**--**	**B**	**12.0**	**--**	**B**	**19.9**	**--**
	TAYLOR ROAD	NB L-T-R	D	42.0	0.04	C	27.2	0.03	D	42.0	0.04	C	27.2	0.03
		NB OVERALL	**D**	**42.0**	**--**	**C**	**27.2**	**--**	**D**	**42.0**	**--**	**C**	**27.2**	**--**
	WOODS ROAD	SB L-T	D	45.3	0.50	D	36.2	0.71	D	45.2	0.49	D	36.2	0.71
		SB R	D	39.7	0.22	C	24.0	0.16	D	39.8	0.27	C	23.5	0.19
		SB OVERALL	**D**	**43.6**	**--**	**C**	**32.8**	**--**	**D**	**43.3**	**--**	**C**	**32.2**	**--**
	OVERALL INTERSECTION		**B**	**11.3**	**--**	**C**	**25.3**	**--**	**B**	**11.7**	**--**	**C**	**25.4**	**--**
33	NYS ROUTE 100C (GRASSLANDS ROAD) & WALKER ROAD/CLEARBROOK ROAD													
	SIGNALIZED													
	NYS ROUTE 100C	EB L	C	25.0	0.12	C	33.3	0.06	C	25.0	0.15	C	33.6	0.14
		EB T-R	F	73.7	1.05	F	275.5	1.54	F	80.2	1.07	F	287.6	1.57
		EB OVERALL	**E**	**69.9**	**--**	**F**	**271.7**	**--**	**E**	**75.1**	**--**	**F**	**279.2**	**--**
	NYS ROUTE 100C	WB L	C	27.1	0.53	D	35.4	0.55	C	27.1	0.53	D	35.4	0.55
		WB T-R	F	460.8	1.96	D	54.0	0.98	F	467.7	1.97	F	60.7	1.01
		WB OVERALL	**F**	**392.7**	**--**	**D**	**50.7**	**--**	**F**	**399.0**	**--**	**E**	**56.3**	**--**
	CLEARBROOK ROAD	NB L-T	D	35.2	0.31	D	36.1	0.53	D	35.2	0.31	D	36.1	0.53
		NB R	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
		NB OVERALL	**D**	**35.2**	**--**	**D**	**36.1**	**--**	**D**	**35.2**	**--**	**D**	**36.1**	**--**
	WALKER ROAD	SB L-T	C	34.7	0.58	C	29.1	0.62	C	34.7	0.58	C	29.1	0.62
		R	C	29.9	0.06	C	21.9	0.05	C	29.9	0.06	C	21.9	0.05
		SB OVERALL	**C**	**34.3**	**--**	**C**	**28.6**	**--**	C	34.3	--	C	**28.6**	**--**
	OVERALL INTERSECTION		**F**	**271.2**	**--**	**F**	**148.6**	**--**	**F**	**275.2**	**--**	**F**	**155.2**	**--**

NOTES:

1) THE ABOVE REPRESENTS THE LEVELS OF SERVICE AND VEHICLE DELAY IN SECONDS, B [13.2] FOR EACH MOVEMENT, FOR EACH APPROACH AS WELL AS FOR THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS AND THE LEVELS OF SERVICE AND AVERAGE TOTAL DELAY IN SECONDS, B[10.9] FOR THE UNSIGNALIZED INTERSECTIONS.

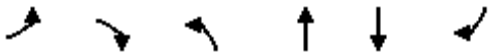
* INTERSECTION 30 - NORTHBOUND RIGHT TURN VOLUME IS LESS THAN THE DEMAND DUE TO THE OPERATION OF THE NYS ROUTE 100C / NYS ROUTE 100A / NYS ROUTE 100 INTERSECTION (INTERSECTION 29)

NORTH 60

APPENDIX K

PHASE 1 – SYNCHRO ANALYSIS

YEAR 2019 EXISTING TRAFFIC VOLUMES



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	31	392	3	193	424	356
Future Volume (vph)	31	392	3	193	424	356
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	14
Grade (%)	0%			-1%	6%	
Storage Length (ft)	0	50	0			75
Storage Lanes	1	0	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.875					0.850
Flt Protected	0.996			0.999		
Satd. Flow (prot)	1637	0	0	3345	1691	1562
Flt Permitted	0.996			0.999		
Satd. Flow (perm)	1637	0	0	3345	1691	1562
Link Speed (mph)	30			30	30	
Link Distance (ft)	295			565	540	
Travel Time (s)	6.7			12.8	12.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	1%	33%	8%	9%	7%
Adj. Flow (vph)	34	431	3	212	466	391
Shared Lane Traffic (%)						
Lane Group Flow (vph)	465	0	0	215	466	391
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	0.96
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

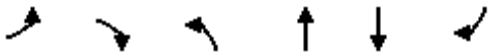
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	392	3	193	424	356
Future Vol, veh/h	31	392	3	193	424	356
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Yield
Storage Length	0	-	-	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-1	6	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	1	33	8	9	7
Mvmt Flow	34	431	3	212	466	391

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	578	-	466	0	-	0
Stage 1	466	-	-	-	-	-
Stage 2	112	-	-	-	-	-
Critical Hdwy	6.645	-	4.595	-	-	-
Critical Hdwy Stg 1	5.445	-	-	-	-	-
Critical Hdwy Stg 2	5.845	-	-	-	-	-
Follow-up Hdwy	3.5285	-	2.5135	-	-	-
Pot Cap-1 Maneuver	460	0	926	-	-	-
Stage 1	628	0	-	-	-	-
Stage 2	898	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	458	-	926	-	-	-
Mov Cap-2 Maneuver	458	-	-	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	898	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	926	-	458	-	-
HCM Lane V/C Ratio	0.004	-	0.074	-	-
HCM Control Delay (s)	8.9	0	13.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	80	196	796	20
Future Volume (vph)	0	0	80	196	796	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	11	11	11	11
Grade (%)	7%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.997	
Flt Protected				0.986		
Satd. Flow (prot)	0	2017	0	1671	1730	0
Flt Permitted				0.986		
Satd. Flow (perm)	0	2017	0	1671	1730	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	707			851	724	
Travel Time (s)	16.1			14.5	12.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	5%	9%	6%	0%
Adj. Flow (vph)	0	0	90	220	894	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	310	916	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.92	0.92	1.05	1.05	1.04	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

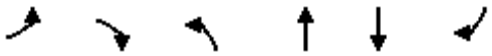
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	80	196	796	20
Future Vol, veh/h	0	0	80	196	796	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	7	-	-	1	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	5	9	6	0
Mvmt Flow	0	0	90	220	894	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	905	916	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.15	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.245	-	-	-
Pot Cap-1 Maneuver	0	283	732	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	283	732	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	3.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	732	-	-	-	-
HCM Lane V/C Ratio	0.123	-	-	-	-
HCM Control Delay (s)	10.6	0	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	-

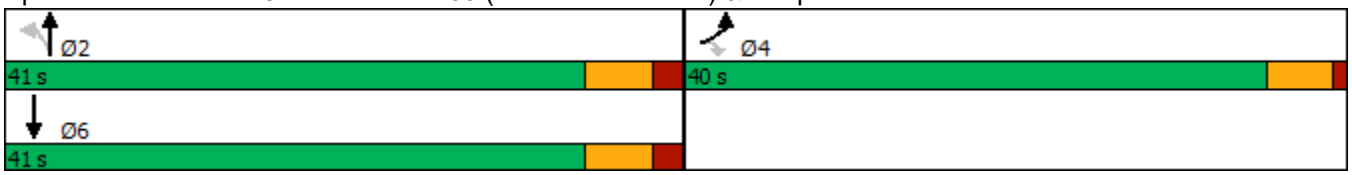


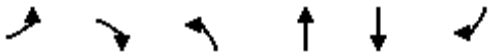
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	197	269	67	79	433	363
Future Volume (vph)	197	269	67	79	433	363
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	5%			2%	-1%	
Storage Length (ft)	115	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	86		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.938	
Flt Protected	0.950			0.978		
Satd. Flow (prot)	1709	1406	0	1365	1652	0
Flt Permitted	0.950			0.489		
Satd. Flow (perm)	1709	1406	0	683	1652	0
Right Turn on Red		Yes				No
Satd. Flow (RTOR)		264				
Link Speed (mph)	25			40	40	
Link Distance (ft)	301			870	851	
Travel Time (s)	8.2			14.8	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	12%	40%	22%	8%	1%
Adj. Flow (vph)	214	292	73	86	471	395
Shared Lane Traffic (%)						
Lane Group Flow (vph)	214	292	0	159	866	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	1	2	2	
Detector Template			Left			
Leading Detector (ft)	83	83	20	83	83	
Trailing Detector (ft)	-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	
Detector 2 Size(ft)	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	
Minimum Split (s)	10.0	10.0	16.0	16.0	16.0	
Total Split (s)	40.0	40.0	41.0	41.0	41.0	
Total Split (%)	49.4%	49.4%	50.6%	50.6%	50.6%	
Maximum Green (s)	35.0	35.0	35.0	35.0	35.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	3.0	3.0	3.0	
Recall Mode	None	None	Min	Min	Min	
v/c Ratio	0.60	0.58		0.39	0.87	
Control Delay	28.2	9.2		10.8	23.8	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	28.2	9.2		10.8	23.8	
Queue Length 50th (ft)	68	8		24	209	
Queue Length 95th (ft)	125	61		79	#553	
Internal Link Dist (ft)	221			790	771	
Turn Bay Length (ft)	115					
Base Capacity (vph)	1030	952		412	996	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.21	0.31		0.39	0.87	

Intersection Summary
Area Type: Other
Cycle Length: 81
Actuated Cycle Length: 58.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: NYS Route 100 (Bradhurst Avenue) & Hospital Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	197	269	67	79	433	363
Future Volume (veh/h)	197	269	67	79	433	363
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1708	1575	1550	1550	1819	1819
Adj Flow Rate, veh/h	214	292	73	86	471	395
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	12	22	22	8	8
Cap, veh/h	436	357	116	97	509	427
Arrive On Green	0.27	0.27	0.56	0.56	0.56	0.56
Sat Flow, veh/h	1627	1335	59	174	914	767
Grp Volume(v), veh/h	214	292	159	0	0	866
Grp Sat Flow(s),veh/h/ln	1627	1335	232	0	0	1681
Q Serve(g_s), s	7.0	12.9	5.4	0.0	0.0	29.6
Cycle Q Clear(g_c), s	7.0	12.9	35.0	0.0	0.0	29.6
Prop In Lane	1.00	1.00	0.46			0.46
Lane Grp Cap(c), veh/h	436	357	213	0	0	937
V/C Ratio(X)	0.49	0.82	0.75	0.00	0.00	0.92
Avail Cap(c_a), veh/h	906	744	213	0	0	937
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	21.6	17.8	0.0	0.0	12.7
Incr Delay (d2), s/veh	0.3	1.8	13.4	0.0	0.0	14.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.9	2.0	0.0	0.0	11.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.7	23.3	31.2	0.0	0.0	27.3
LnGrp LOS	B	C	C	A	A	C
Approach Vol, veh/h	506			159	866	
Approach Delay, s/veh	21.8			31.2	27.3	
Approach LOS	C			C	C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	41.0	21.8	41.0
Change Period (Y+Rc), s	6.0	5.0	6.0
Max Green Setting (Gmax), s	35.0	35.0	35.0
Max Q Clear Time (g_c+I1), s	37.0	14.9	31.6
Green Ext Time (p_c), s	0.0	1.9	1.8

Intersection Summary	
HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	47	15	386	316	45	99
Future Volume (vph)	47	15	386	316	45	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	6%		1%			-4%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.939			
Flt Protected	0.950					0.985
Satd. Flow (prot)	1549	1567	1563	0	0	1464
Flt Permitted	0.950					0.985
Satd. Flow (perm)	1549	1567	1563	0	0	1464
Link Speed (mph)	30		40			40
Link Distance (ft)	146		870			216
Travel Time (s)	3.3		14.8			3.7
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	13%	0%	17%	1%	0%	38%
Adj. Flow (vph)	53	17	434	355	51	111
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	17	789	0	0	162
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.05	1.05	1.02	1.02
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	47	15	386	316	45	99
Future Vol, veh/h	47	15	386	316	45	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	6	-	1	-	-	-4
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	13	0	17	1	0	38
Mvmt Flow	53	17	434	355	51	111

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	825	612	0	0	789	0
Stage 1	612	-	-	-	-	-
Stage 2	213	-	-	-	-	-
Critical Hdwy	7.73	6.8	-	-	4.1	-
Critical Hdwy Stg 1	6.73	-	-	-	-	-
Critical Hdwy Stg 2	6.73	-	-	-	-	-
Follow-up Hdwy	3.617	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	249	449	-	-	840	-
Stage 1	424	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	233	449	-	-	840	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	396	-	-	-	-	-
Stage 2	742	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	22.1	0	3
HCM LOS	C		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	840	-	233	449	-	-
HCM Lane V/C Ratio	0.06	-	0.227	0.038	-	-
HCM Control Delay (s)	9.6	0	24.9	13.3	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	0.1	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	149	0	0	430	367	317
Future Volume (vph)	149	0	0	430	367	317
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	12	12
Grade (%)	5%			-5%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.937	
Flt Protected					0.974	
Satd. Flow (prot)	1789	0	0	1837	1647	0
Flt Permitted					0.974	
Satd. Flow (perm)	1789	0	0	1837	1647	0
Link Speed (mph)	25			25	30	
Link Distance (ft)	322			301	733	
Travel Time (s)	8.8			8.2	16.7	
Confl. Peds. (#/hr)		2	2		2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	0%	0%	6%	0%	8%
Adj. Flow (vph)	157	0	0	453	386	334
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	0	0	453	720	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.97	0.97	1.02	1.02
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	97.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↱	
Traffic Vol, veh/h	149	0	0	430	367	317
Future Vol, veh/h	149	0	0	430	367	317
Conflicting Peds, #/hr	0	2	2	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	3	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	0	0	6	0	8
Mvmt Flow	157	0	0	453	386	334

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	612	159
Stage 1	-	-	-	-	157	-
Stage 2	-	-	-	-	455	-
Critical Hdwy	-	-	-	-	7	6.58
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.5	3.372
Pot Cap-1 Maneuver	-	0	0	-	415	859
Stage 1	-	0	0	-	854	-
Stage 2	-	0	0	-	596	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	414	858
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	595	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	179.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	545	-	-
HCM Lane V/C Ratio	1.321	-	-
HCM Control Delay (s)	179.5	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	30.7	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	149	62	45	752	0	0
Future Volume (vph)	149	62	45	752	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12
Grade (%)	5%			-5%	1%	
Storage Length (ft)		0	115		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			86		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.961					
Flt Protected			0.950			
Satd. Flow (prot)	1613	0	1242	1928	0	1890
Flt Permitted			0.950			
Satd. Flow (perm)	1613	0	1242	1928	0	1890
Link Speed (mph)	25			25	30	
Link Distance (ft)	240			322	1098	
Travel Time (s)	6.5			8.8	25.0	
Confl. Peds. (#/hr)		2	2		2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	6%	44%	1%	0%	0%
Adj. Flow (vph)	162	67	49	817	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	229	0	49	817	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.08	1.08	1.01	0.97	1.01	1.01
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

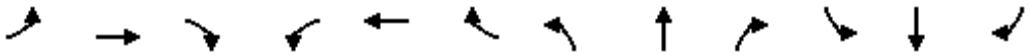
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	149	62	45	752	0	0
Future Vol, veh/h	149	62	45	752	0	0
Conflicting Peds, #/hr	0	2	2	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	6	44	1	0	0
Mvmt Flow	162	67	49	817	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	231	0	-	200
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.54	-	-	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.596	-	-	3.3
Pot Cap-1 Maneuver	-	-	1125	-	0	841
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1123	-	-	838
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1123	-
HCM Lane V/C Ratio	-	-	-	0.044	-
HCM Control Delay (s)	0	-	-	8.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	112	39	304	448	0	38	0	99	0	0	0
Future Volume (vph)	0	112	39	304	448	0	38	0	99	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	10	12	12	15	15	15	12	12	12
Grade (%)		3%			-5%			0%			0%	
Storage Length (ft)	0		0	90		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.965						0.903				
Flt Protected				0.950				0.986				
Satd. Flow (prot)	0	1696	0	1710	1928	0	0	1725	0	0	1863	0
Flt Permitted				0.950				0.986				
Satd. Flow (perm)	0	1696	0	1710	1928	0	0	1725	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		429			240			931			449	
Travel Time (s)		11.7			6.5			25.4			12.2	
Confl. Peds. (#/hr)			2	2			2		2			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	9%	13%	1%	1%	2%	18%	2%	4%	2%	2%	2%
Adj. Flow (vph)	0	120	42	327	482	0	41	0	106	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	162	0	327	482	0	0	147	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.98	0.98	0.98	1.06	0.97	0.97	0.88	0.88	0.88	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

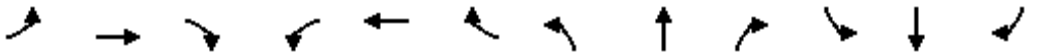
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	14.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	112	39	304	448	0	38	0	99	0	0	0
Future Vol, veh/h	0	112	39	304	448	0	38	0	99	0	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	9	13	1	1	2	18	2	4	2	2	2
Mvmt Flow	0	120	42	327	482	0	41	0	106	0	0	0
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	9.8	16.4	10.5	0
HCM LOS	A	C	B	-

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	28%	0%	100%	0%	0%
Vol Thru, %	0%	74%	0%	100%	100%
Vol Right, %	72%	26%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	137	151	304	448	0
LT Vol	38	0	304	0	0
Through Vol	0	112	0	448	0
RT Vol	99	39	0	0	0
Lane Flow Rate	147	162	327	482	0
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.234	0.233	0.508	0.681	0
Departure Headway (Hd)	5.715	5.173	5.592	5.089	6.244
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	625	688	641	708	0
Service Time	3.778	3.243	3.35	2.846	4.244
HCM Lane V/C Ratio	0.235	0.235	0.51	0.681	0
HCM Control Delay	10.5	9.8	14	18.1	9.2
HCM Lane LOS	B	A	B	C	N
HCM 95th-tile Q	0.9	0.9	2.9	5.4	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	136	8	36	450	0	2	0	15	0	0	0
Future Volume (vph)	0	136	8	36	450	0	2	0	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	15	15	12	15	12	12	12	12
Grade (%)		2%			-2%			0%			0%	
Storage Length (ft)	0		200	100		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.880				
Flt Protected				0.950				0.994				
Satd. Flow (prot)	0	1898	1567	1787	2049	0	0	1792	0	0	1863	0
Flt Permitted				0.950				0.994				
Satd. Flow (perm)	0	1898	1567	1787	2049	0	0	1792	0	0	1863	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		704			429			182			302	
Travel Time (s)		19.2			11.7			4.1			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	9%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	148	9	39	489	0	2	0	16	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	148	9	39	489	0	0	18	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	1.01	0.99	0.87	0.87	1.00	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	136	8	36	450	0	2	0	15	0	0	0
Future Vol, veh/h	0	136	8	36	450	0	2	0	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	200	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	9	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	0	148	9	39	489	0	2	0	16	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	489	0	0	157	0	0	715	715	148	720	724	489
Stage 1	-	-	-	-	-	-	148	148	-	567	567	-
Stage 2	-	-	-	-	-	-	567	567	-	153	157	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1074	-	-	1423	-	-	346	356	899	343	352	579
Stage 1	-	-	-	-	-	-	855	775	-	508	507	-
Stage 2	-	-	-	-	-	-	508	507	-	849	768	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1074	-	-	1423	-	-	339	346	899	330	342	579
Mov Cap-2 Maneuver	-	-	-	-	-	-	339	346	-	330	342	-
Stage 1	-	-	-	-	-	-	855	775	-	508	493	-
Stage 2	-	-	-	-	-	-	494	493	-	834	768	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	8.6	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1019	1074	-	-	1423	-	-	-
HCM Lane V/C Ratio	0.018	-	-	-	0.027	-	-	-
HCM Control Delay (s)	8.6	0	-	-	7.6	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	-



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	144	452	0
Future Volume (vph)	0	0	0	144	452	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	15	15
Grade (%)	0%			3%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1889	2060	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1889	2060	0
Link Speed (mph)	30			25	25	
Link Distance (ft)	964			491	704	
Travel Time (s)	21.9			13.4	19.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	9%	3%	2%
Adj. Flow (vph)	0	0	0	157	491	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	157	491	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.90	0.90	0.86	0.86
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	144	452	0
Future Vol, veh/h	0	0	0	144	452	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	3	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	9	3	2
Mvmt Flow	0	0	0	157	491	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	648	491	491	0	-	0
Stage 1	491	-	-	-	-	-
Stage 2	157	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	435	578	1072	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	435	578	1072	-	-	-
Mov Cap-2 Maneuver	435	-	-	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	871	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1072	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	487		964			376
Travel Time (s)	11.1		21.9			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	518		376			355
Travel Time (s)	11.8		8.5			8.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

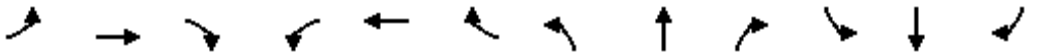
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	549	0	0	1191	12	0	0	0	2	0	2
Future Volume (vph)	12	549	0	0	1191	12	0	0	0	2	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	12	12	12	12	15	12
Grade (%)		-1%			4%			-8%			0%	
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999						0.932	
Flt Protected		0.999									0.976	
Satd. Flow (prot)	0	2814	0	0	2974	0	0	1937	1937	0	1864	0
Flt Permitted		0.999									0.976	
Satd. Flow (perm)	0	2814	0	0	2974	0	0	1937	1937	0	1864	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		604			986			558			147	
Travel Time (s)		9.2			14.9			12.7			3.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	25%	2%	2%	11%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	13	597	0	0	1295	13	0	0	0	2	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	610	0	0	1308	0	0	0	0	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.12	1.12	1.12	0.95	0.95	0.95	1.00	0.88	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

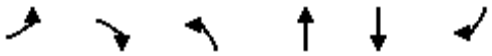
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	549	0	0	1191	12	0	0	0	2	0	2
Future Vol, veh/h	12	549	0	0	1191	12	0	0	0	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	4	-	-	-8	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	25	2	2	11	2	2	2	2	2	2	2
Mvmt Flow	13	597	0	0	1295	13	0	0	0	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1308	0	0	597	0	0	1271	1931	299	1627	1925	654
Stage 1	-	-	-	-	-	-	623	623	-	1302	1302	-
Stage 2	-	-	-	-	-	-	648	1308	-	325	623	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.94	4.94	6.14	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	4.94	3.94	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.94	3.94	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	525	-	-	976	-	-	219	154	745	68	66	409
Stage 1	-	-	-	-	-	-	581	628	-	170	229	-
Stage 2	-	-	-	-	-	-	567	407	-	661	476	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	525	-	-	976	-	-	212	148	745	66	64	409
Mov Cap-2 Maneuver	-	-	-	-	-	-	212	148	-	66	64	-
Stage 1	-	-	-	-	-	-	560	605	-	164	229	-
Stage 2	-	-	-	-	-	-	564	407	-	637	458	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	0	37.8
HCM LOS			A	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	525	-	-	976	-	-	114
HCM Lane V/C Ratio	-	-	0.025	-	-	-	-	-	0.038
HCM Control Delay (s)	0	0	12	0.2	-	0	-	-	37.8
HCM Lane LOS	A	A	B	A	-	A	-	-	E
HCM 95th %tile Q(veh)	-	-	0.1	-	-	0	-	-	0.1



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	52	53	161	710	7
Future Volume (vph)	8	52	53	161	710	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Grade (%)	-4%			-4%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.883				0.999	
Flt Protected	0.993			0.988		
Satd. Flow (prot)	1644	0	0	1702	1655	0
Flt Permitted	0.993			0.988		
Satd. Flow (perm)	1644	0	0	1702	1655	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	380			540	375	
Travel Time (s)	8.6			12.3	8.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	12%	6%	2%	11%	9%	29%
Adj. Flow (vph)	9	58	60	181	798	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	0	0	241	806	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.93	0.93	1.02	1.02	1.07	1.07
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

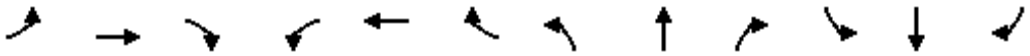
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	52	53	161	710	7
Future Vol, veh/h	8	52	53	161	710	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-4	-	-	-4	3	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	12	6	2	11	9	29
Mvmt Flow	9	58	60	181	798	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1103	802	806	0	-	0
Stage 1	802	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Critical Hdwy	5.72	5.86	4.12	-	-	-
Critical Hdwy Stg 1	4.72	-	-	-	-	-
Critical Hdwy Stg 2	4.72	-	-	-	-	-
Follow-up Hdwy	3.608	3.354	2.218	-	-	-
Pot Cap-1 Maneuver	286	413	819	-	-	-
Stage 1	507	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	263	413	819	-	-	-
Mov Cap-2 Maneuver	263	-	-	-	-	-
Stage 1	466	-	-	-	-	-
Stage 2	779	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.4	2.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	819	-	384	-	-
HCM Lane V/C Ratio	0.073	-	0.176	-	-
HCM Control Delay (s)	9.7	0	16.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	2	4	14	1	2	0	159	5	3	689	1
Future Volume (vph)	2	2	4	14	1	2	0	159	5	3	689	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)		-8%			-3%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.932			0.985			0.996				
Flt Protected		0.988			0.960							
Satd. Flow (prot)	0	1690	0	0	1702	0	0	1657	0	0	1733	0
Flt Permitted		0.988			0.960							
Satd. Flow (perm)	0	1690	0	0	1702	0	0	1657	0	0	1733	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		345			400			127			243	
Travel Time (s)		7.8			9.1			2.9			5.5	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	13%	0%	0%	6%	0%
Adj. Flow (vph)	2	2	4	15	1	2	0	173	5	3	749	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	18	0	0	178	0	0	753	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.07	1.07	1.07	1.02	1.02	1.02	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

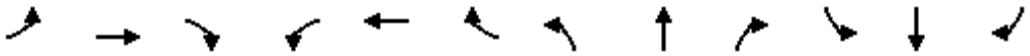
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	4	14	1	2	0	159	5	3	689	1
Future Vol, veh/h	2	2	4	14	1	2	0	159	5	3	689	1
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-8	-	-	-3	-	-	-4	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	0	0	0	0	13	0	0	6	0
Mvmt Flow	2	2	4	15	1	2	0	173	5	3	749	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	934	934	750	935	932	177	750	0	0	178	0	0
Stage 1	756	756	-	176	176	-	-	-	-	-	-	-
Stage 2	178	178	-	759	756	-	-	-	-	-	-	-
Critical Hdwy	5.52	4.9	5.4	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	4.52	3.9	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.52	3.9	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	273	406	490	289	314	884	868	-	-	1410	-	-
Stage 1	560	586	-	855	780	-	-	-	-	-	-	-
Stage 2	892	818	-	456	475	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	270	404	490	284	313	883	868	-	-	1410	-	-
Mov Cap-2 Maneuver	270	404	-	284	313	-	-	-	-	-	-	-
Stage 1	560	584	-	855	780	-	-	-	-	-	-	-
Stage 2	888	818	-	448	473	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.5	17.3	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	868	-	-	432	310	1410	-	-
HCM Lane V/C Ratio	-	-	-	0.02	0.06	0.002	-	-
HCM Control Delay (s)	0	-	-	13.5	17.3	7.6	0	-
HCM Lane LOS	A	-	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	9	2	133	9	10	0	113	58	49	574	5
Future Volume (vph)	2	9	2	133	9	10	0	113	58	49	574	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)		-10%			1%			-4%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.991			0.954			0.999	
Flt Protected		0.993			0.958						0.996	
Satd. Flow (prot)	0	1682	0	0	1386	0	0	1644	0	0	1699	0
Flt Permitted		0.993			0.958						0.996	
Satd. Flow (perm)	0	1682	0	0	1386	0	0	1644	0	0	1699	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		384			403			243			1071	
Travel Time (s)		8.7			9.2			5.5			24.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	11%	0%	23%	11%	0%	0%	7%	12%	6%	6%	0%
Adj. Flow (vph)	2	10	2	153	10	11	0	130	67	56	660	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	174	0	0	197	0	0	722	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.10	1.10	1.10	1.02	1.02	1.02	1.07	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	12.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	9	2	133	9	10	0	113	58	49	574	5
Future Vol, veh/h	2	9	2	133	9	10	0	113	58	49	574	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-10	-	-	1	-	-	-4	-	-	3	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	11	0	23	11	0	0	7	12	6	6	0
Mvmt Flow	2	10	2	153	10	11	0	130	67	56	660	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	949	972	663	945	942	164	666	0	0	197	0	0
Stage 1	775	775	-	164	164	-	-	-	-	-	-	-
Stage 2	174	197	-	781	778	-	-	-	-	-	-	-
Critical Hdwy	5.1	4.61	5.2	7.53	6.81	6.3	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	4.1	3.61	-	6.53	5.81	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.1	3.61	-	6.53	5.81	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.099	3.3	3.707	4.099	3.3	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	241	418	559	210	241	882	933	-	-	1352	-	-
Stage 1	606	608	-	784	739	-	-	-	-	-	-	-
Stage 2	917	805	-	343	377	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	172	390	559	195	225	882	933	-	-	1352	-	-
Mov Cap-2 Maneuver	172	390	-	195	225	-	-	-	-	-	-	-
Stage 1	606	568	-	784	739	-	-	-	-	-	-	-
Stage 2	892	805	-	313	352	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.2	75.8	0	0.6
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	933	-	-	406	207	1352	-	-
HCM Lane V/C Ratio	-	-	-	0.037	0.844	0.042	-	-
HCM Control Delay (s)	0	-	-	14.2	75.8	7.8	0	-
HCM Lane LOS	A	-	-	B	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	6.3	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	88	6	54	77	0	566
Future Volume (vph)	88	6	54	77	0	566
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Grade (%)	7%		-10%			4%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992		0.921			
Flt Protected	0.955					
Satd. Flow (prot)	1522	0	1653	0	0	1832
Flt Permitted	0.955					
Satd. Flow (perm)	1522	0	1653	0	0	1832
Link Speed (mph)	30		30			30
Link Distance (ft)	502		1071			320
Travel Time (s)	11.4		24.3			7.3
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	11%	0%	11%	5%	0%	5%
Adj. Flow (vph)	107	7	66	94	0	690
Shared Lane Traffic (%)						
Lane Group Flow (vph)	114	0	160	0	0	690
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	0.98	0.98	0.98	0.98
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	88	6	54	77	0	566
Future Vol, veh/h	88	6	54	77	0	566
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	7	-	-10	-	-	4
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	11	0	11	5	0	5
Mvmt Flow	107	7	66	94	0	690

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	803	113	0	0	160	0
Stage 1	113	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Critical Hdwy	7.91	6.9	-	-	4.1	-
Critical Hdwy Stg 1	6.91	-	-	-	-	-
Critical Hdwy Stg 2	6.91	-	-	-	-	-
Follow-up Hdwy	3.599	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	249	925	-	-	1432	-
Stage 1	852	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	249	925	-	-	1432	-
Mov Cap-2 Maneuver	249	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	368	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.2	0	0
HCM LOS	D		

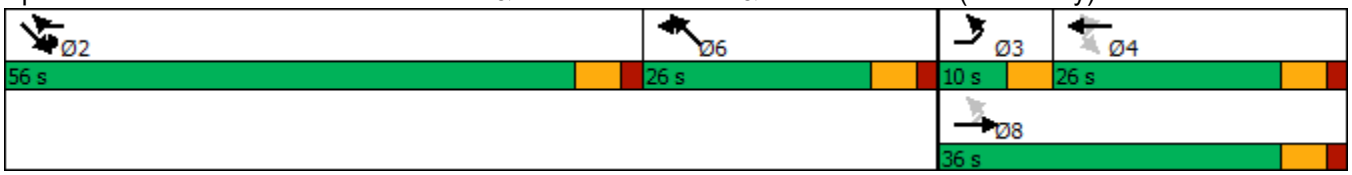
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	261	1432	-
HCM Lane V/C Ratio	-	-	0.439	-	-
HCM Control Delay (s)	-	-	29.2	0	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	2.1	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	82	1	14	88	296	768	9	6	1	37	31
Future Volume (vph)	0	82	1	14	88	296	768	9	6	1	37	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	13	11	12	12	12	14	14	14
Grade (%)		-5%			0%			0%			-4%	
Storage Length (ft)	0		0	0		60	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.999			0.940	
Flt Protected					0.993			0.953			0.999	
Satd. Flow (prot)	0	1854	0	0	1793	1419	0	1708	0	0	1819	0
Flt Permitted					0.953			0.953			0.999	
Satd. Flow (perm)	0	1854	0	0	1721	1419	0	1708	0	0	1819	0
Right Turn on Red			No			No			No			Yes
Satd. Flow (RTOR)											30	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		502			183			594			399	
Travel Time (s)		11.4			4.2			13.5			9.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	5%	0%	7%	9%	10%	6%	0%	0%	100%	5%	6%
Adj. Flow (vph)	0	91	1	16	98	329	853	10	7	1	41	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	92	0	0	114	329	0	870	0	0	76	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.96	0.96	1.04	1.00	1.00	1.00	0.89	0.89	0.89
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83	35	20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5	-5	0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5	-5	0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40	40	20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Turn Type		NA		Perm	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	3	8			4	2	2	2		6	6	
Permitted Phases	8			4		4						
Detector Phase	3	8		4	4	2	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	10.0	36.0		26.0	26.0	56.0	56.0	56.0		26.0	26.0	
Total Split (%)	8.5%	30.5%		22.0%	22.0%	47.5%	47.5%	47.5%		22.0%	22.0%	
Maximum Green (s)	6.0	30.0		20.0	20.0	50.0	50.0	50.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0	3.0	3.0	3.0		2.0	2.0	
Recall Mode	None	None		Max	Max	None	None	None		None	None	
v/c Ratio		0.27			0.31	0.28		0.94			0.45	
Control Delay		34.6			34.9	3.2		41.9			36.8	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		34.6			34.9	3.2		41.9			36.8	
Queue Length 50th (ft)		46			58	39		480			27	
Queue Length 95th (ft)		93			112	77		#804			71	
Internal Link Dist (ft)		422			103			514			319	
Turn Bay Length (ft)						60						
Base Capacity (vph)		600			371	1184		921			416	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.15			0.31	0.28		0.94			0.18	

Intersection Summary	
Area Type:	Other
Cycle Length: 118	
Actuated Cycle Length: 93	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 17: Memorial Drive & Bradhurst Avenue & NYS Route 141 (Broadway)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	82	1	14	88	296	768	9	6	1	37	31
Future Volume (veh/h)	0	82	1	14	88	296	768	9	6	1	37	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2022	2022	2022	1837	1837	1752	1900	1900	1900	2062	2062	2062
Adj Flow Rate, veh/h	0	91	1	16	98	329	853	10	7	1	41	34
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	9	9	10	0	0	0	5	5	5
Cap, veh/h	33	554	6	75	376	1102	913	11	7	1	55	46
Arrive On Green	0.00	0.23	0.23	0.23	0.23	0.23	0.52	0.52	0.52	0.05	0.05	0.05
Sat Flow, veh/h	0	1996	22	127	1655	1485	1773	21	15	25	1029	853
Grp Volume(v), veh/h	0	0	92	114	0	329	870	0	0	76	0	0
Grp Sat Flow(s),veh/h/ln	0	0	2018	1782	0	1485	1809	0	0	1907	0	0
Q Serve(g_s), s	0.0	0.0	3.7	0.0	0.0	6.5	39.6	0.0	0.0	3.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	3.7	4.5	0.0	6.5	39.6	0.0	0.0	3.5	0.0	0.0
Prop In Lane	0.00		0.01	0.14		1.00	0.98		0.01	0.01		0.45
Lane Grp Cap(c), veh/h	0	0	0	451	0	1102	932	0	0	102	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.25	0.00	0.30	0.93	0.00	0.00	0.74	0.00	0.00
Avail Cap(c_a), veh/h	0	0	0	451	0	1102	1026	0	0	433	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	28.1	0.0	3.8	20.0	0.0	0.0	41.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.3	0.0	0.7	14.1	0.0	0.0	3.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.1	0.0	7.0	18.7	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	29.4	0.0	4.5	34.1	0.0	0.0	45.0	0.0	0.0
LnGrp LOS	A	A	A	C	A	A	C	A	A	D	A	A
Approach Vol, veh/h		92			443			870			76	
Approach Delay, s/veh		0.0			10.9			34.1			45.0	
Approach LOS		A			B			C			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	51.4	26.0	10.7	26.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	50.0	20.0	20.0	30.0
Max Q Clear Time (g_c+I1), s	41.6	8.5	5.5	5.7
Green Ext Time (p_c), s	3.8	0.9	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	301	580	117	398	0	0
Future Volume (vph)	301	580	117	398	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	15	15
Grade (%)	-1%			-2%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.911					
Flt Protected				0.989		
Satd. Flow (prot)	1624	0	0	1988	0	2132
Flt Permitted				0.989		
Satd. Flow (perm)	1624	0	0	1988	0	2132
Link Speed (mph)	30			30	30	
Link Distance (ft)	183			641	431	
Travel Time (s)	4.2			14.6	9.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	17%	2%	2%	10%	0%	0%
Adj. Flow (vph)	338	652	131	447	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	990	0	0	578	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.84	0.84	0.86	0.86
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

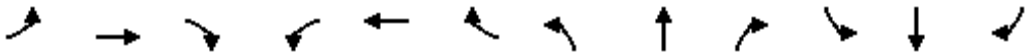
Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	301	580	117	398	0	0
Future Vol, veh/h	301	580	117	398	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-2	-4	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	17	2	2	10	0	0
Mvmt Flow	338	652	131	447	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	990	0	-	664
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	5.8
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.3
Pot Cap-1 Maneuver	-	-	698	-	0	500
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	698	-	-	500
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	698	-
HCM Lane V/C Ratio	-	-	-	0.188	-
HCM Control Delay (s)	0	-	-	11.3	0
HCM Lane LOS	A	-	-	B	A
HCM 95th %tile Q(veh)	-	-	-	0.7	-

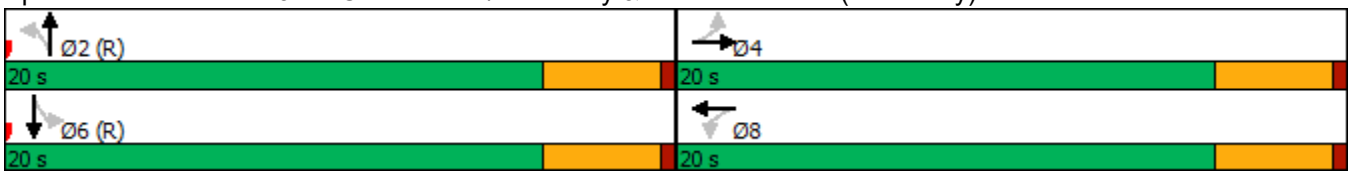


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	209	28	12	367	33	122	33	167	15	0	26
Future Volume (vph)	64	209	28	12	367	33	122	33	167	15	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	16	16	16	16	16	16
Grade (%)		1%			-5%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.988			0.989			0.930			0.915	
Flt Protected		0.990			0.999			0.981			0.982	
Satd. Flow (prot)	0	1659	0	0	1837	0	0	1770	0	0	1744	0
Flt Permitted		0.875			0.987			0.871			0.868	
Satd. Flow (perm)	0	1467	0	0	1815	0	0	1572	0	0	1540	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			13			162			27	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		641			362			242			222	
Travel Time (s)		14.6			8.2			5.5			5.0	
Confl. Peds. (#/hr)			1	1					3	3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	19%	7%	0%	9%	3%	2%	0%	16%	13%	0%	8%
Adj. Flow (vph)	67	220	29	13	386	35	128	35	176	16	0	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	316	0	0	434	0	0	339	0	0	43	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.85	0.85	0.85	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.53			0.59			0.47			0.07	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		12.7			13.2			7.2			5.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.7			13.2			7.2			5.0	
Queue Length 50th (ft)		47			69			25			2	
Queue Length 95th (ft)		101			134			68			14	
Internal Link Dist (ft)		561			282			162			142	
Turn Bay Length (ft)												
Base Capacity (vph)		595			733			726			632	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.53			0.59			0.47			0.07	

Intersection Summary	
Area Type:	Other
Cycle Length: 40	
Actuated Cycle Length: 40	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Pretimed	

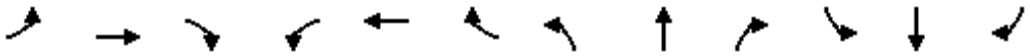
Splits and Phases: 19: W Cross Street/Broadway & NYS Route 141 (Broadway)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	209	28	12	367	33	122	33	167	15	0	26
Future Volume (veh/h)	64	209	28	12	367	33	122	33	167	15	0	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1677	1677	1677	2040	2040	2040	1970	1970	1970	1952	1952	1952
Adj Flow Rate, veh/h	67	220	29	13	386	35	128	35	176	16	0	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	19	19	9	9	9	0	0	0	0	0	0
Cap, veh/h	185	466	55	101	726	64	317	122	341	307	54	400
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.00	0.40
Sat Flow, veh/h	189	1166	137	21	1816	161	483	306	852	459	134	1000
Grp Volume(v), veh/h	316	0	0	434	0	0	339	0	0	43	0	0
Grp Sat Flow(s),veh/h/ln	1492	0	0	1997	0	0	1641	0	0	1593	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.7	0.0	0.0	6.6	0.0	0.0	5.9	0.0	0.0	0.6	0.0	0.0
Prop In Lane	0.21		0.09	0.03		0.08	0.38		0.52	0.37		0.63
Lane Grp Cap(c), veh/h	706	0	0	892	0	0	780	0	0	761	0	0
V/C Ratio(X)	0.45	0.00	0.00	0.49	0.00	0.00	0.43	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	706	0	0	892	0	0	780	0	0	761	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.9	0.0	0.0	9.2	0.0	0.0	8.9	0.0	0.0	7.4	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.0	1.9	0.0	0.0	1.8	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	2.6	0.0	0.0	2.0	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.0	0.0	0.0	11.1	0.0	0.0	10.7	0.0	0.0	7.5	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		316			434			339			43	
Approach Delay, s/veh		11.0			11.1			10.7			7.5	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.0	20.0	20.0	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	16.0	16.0	16.0
Max Q Clear Time (g_c+I1), s	7.9	7.7	2.6	8.6
Green Ext Time (p_c), s	1.2	1.1	0.1	1.4

Intersection Summary	
HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	34	3	26	1	549	30	2	1208	2
Future Volume (vph)	0	0	0	34	3	26	1	549	30	2	1208	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	11	11	11	11	11	11
Grade (%)		4%			-10%			0%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt					0.943			0.992				
Flt Protected					0.974							
Satd. Flow (prot)	0	2110	0	0	1832	0	0	2749	0	0	3161	0
Flt Permitted					0.974							
Satd. Flow (perm)	0	2110	0	0	1832	0	0	2749	0	0	3161	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		196			421			1159			795	
Travel Time (s)		4.5			9.6			17.6			12.0	
Confl. Peds. (#/hr)	1		1				1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	27%	7%	0%	11%	0%
Adj. Flow (vph)	0	0	0	37	3	29	1	603	33	2	1327	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	69	0	0	637	0	0	1331	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.87	0.87	0.87	0.94	0.94	0.94	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	34	3	26	1	549	30	2	1208	2
Future Vol, veh/h	0	0	0	34	3	26	1	549	30	2	1208	2
Conflicting Peds, #/hr	1	0	1	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	-10	-	-	0	-	-	-1	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	27	7	0	11	0
Mvmt Flow	0	0	0	37	3	29	1	603	33	2	1327	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1639	1971	667	1291	1956	319	1330	0	0	636	0	0
Stage 1	1333	1333	-	622	622	-	-	-	-	-	-	-
Stage 2	306	638	-	669	1334	-	-	-	-	-	-	-
Critical Hdwy	8.3	7.3	7.3	5.5	4.5	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.3	6.3	-	4.5	3.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.3	6.3	-	4.5	3.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	47	41	377	251	191	746	526	-	-	957	-	-
Stage 1	123	167	-	630	681	-	-	-	-	-	-	-
Stage 2	639	411	-	606	472	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	44	41	376	249	189	745	525	-	-	957	-	-
Mov Cap-2 Maneuver	44	41	-	249	189	-	-	-	-	-	-	-
Stage 1	123	165	-	628	679	-	-	-	-	-	-	-
Stage 2	609	410	-	601	468	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	18.5	0	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	525	-	-	-	336	957	-	-
HCM Lane V/C Ratio	0.002	-	-	-	0.206	0.002	-	-
HCM Control Delay (s)	11.9	0	-	0	18.5	8.8	0	-
HCM Lane LOS	B	A	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.8	0	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	522	156	241	952	34	39
Future Volume (vph)	522	156	241	952	34	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Grade (%)	1%			0%	-7%	
Storage Length (ft)		0	0		0	60
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00	
Frt	0.965					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	2769	0	1728	1625	1668	1592
Flt Permitted			0.338		0.950	
Satd. Flow (perm)	2769	0	615	1625	1664	1592
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	83					42
Link Speed (mph)	45			45	30	
Link Distance (ft)	1261			604	366	
Travel Time (s)	19.1			9.2	8.3	
Confl. Peds. (#/hr)					1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	27%	1%	1%	13%	12%	5%
Adj. Flow (vph)	567	170	262	1035	37	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	737	0	262	1035	37	42
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.05	1.05	1.04	1.04	0.96	0.96
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	20.0		9.0	20.0	20.0	20.0
Total Split (s)	91.0		9.0	100.0	20.0	20.0
Total Split (%)	75.8%		7.5%	83.3%	16.7%	16.7%
Maximum Green (s)	86.0		4.0	95.0	15.0	15.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Min		None	C-Min	Min	Min
v/c Ratio	0.36		0.44	0.75	0.33	0.29
Control Delay	6.8		4.1	8.5	60.3	20.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	6.8		4.1	8.5	60.3	20.4
Queue Length 50th (ft)	134		26	238	28	0
Queue Length 95th (ft)	26		49	472	63	35
Internal Link Dist (ft)	1181			524	286	
Turn Bay Length (ft)						60
Base Capacity (vph)	2066		598	1379	208	235
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.36		0.44	0.75	0.18	0.18

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 21: Skyline Drive & NYS Route 9A



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	522	156	241	952	34	39
Future Volume (veh/h)	522	156	241	952	34	39
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1494	1494	1885	1707	1995	2100
Adj Flow Rate, veh/h	567	170	262	1035	37	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	27	27	1	13	12	5
Cap, veh/h	1725	516	650	1495	77	73
Arrive On Green	0.80	0.80	0.03	0.88	0.04	0.04
Sat Flow, veh/h	2228	644	1795	1707	1900	1780
Grp Volume(v), veh/h	373	364	262	1035	37	42
Grp Sat Flow(s),veh/h/ln	1419	1378	1795	1707	1900	1780
Q Serve(g_s), s	8.5	8.6	3.1	22.9	2.3	2.8
Cycle Q Clear(g_c), s	8.5	8.6	3.1	22.9	2.3	2.8
Prop In Lane		0.47	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1137	1104	650	1495	77	73
V/C Ratio(X)	0.33	0.33	0.40	0.69	0.48	0.58
Avail Cap(c_a), veh/h	1137	1104	650	1495	238	222
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.2	3.2	2.3	2.3	56.3	56.5
Incr Delay (d2), s/veh	0.7	0.7	0.4	2.7	4.5	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.7	0.5	2.6	1.2	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.9	3.9	2.7	5.0	60.8	63.6
LnGrp LOS	A	A	A	A	E	E
Approach Vol, veh/h	737			1297	79	
Approach Delay, s/veh	3.9			4.5	62.3	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.0	101.1				110.1	9.9
Change Period (Y+Rc), s	5.0	5.0				5.0	5.0
Max Green Setting (Gmax), s	4.0	86.0				95.0	15.0
Max Q Clear Time (g_c+I1), s	5.1	10.6				24.9	4.8
Green Ext Time (p_c), s	0.0	5.0				10.9	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

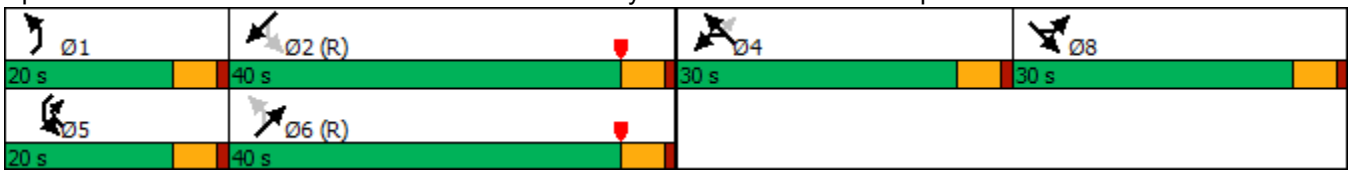
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	291	25	88	38	10	20	83	432	40	54	850	11
Future Volume (vph)	291	25	88	38	10	20	83	432	40	54	850	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	11	11	11	11	11	11
Grade (%)		5%			-9%			-1%			-1%	
Storage Length (ft)	150		0	100		60	230		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00				0.99						
Frt		0.933				0.850		0.987			0.998	
Flt Protected	0.950	0.979		0.950	0.972		0.950			0.950		
Satd. Flow (prot)	1530	1488	0	1732	1772	1631	1670	2673	0	1719	3023	0
Flt Permitted	0.950	0.979		0.950	0.972		0.222			0.448		
Satd. Flow (perm)	1528	1487	0	1732	1772	1610	390	2673	0	811	3023	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31				64		8			1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		211			341			3169			1261	
Travel Time (s)		4.8			7.8			48.0			19.1	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	5%	32%	2%	2%	16%	0%
Adj. Flow (vph)	316	27	96	41	11	22	90	470	43	59	924	12
Shared Lane Traffic (%)	29%			37%								
Lane Group Flow (vph)	224	215	0	26	26	22	90	513	0	59	936	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.13	1.13	1.13	0.99	0.99	0.99	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template												
Leading Detector (ft)	35	83		35	83	35	35	83		35	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4	5	1	6		5	2	
Permitted Phases						4	6			2		
Detector Phase	8	8		4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	20.0	20.0	40.0		20.0	40.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%	16.7%	16.7%	33.3%		16.7%	33.3%	
Maximum Green (s)	25.0	25.0		25.0	25.0	15.0	15.0	35.0		15.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
v/c Ratio	0.80	0.72		0.28	0.27	0.10	0.28	0.33		0.11	0.57	
Control Delay	66.4	52.2		61.1	60.7	0.9	12.2	16.8		10.8	22.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	66.4	52.2		61.1	60.7	0.9	12.2	16.8		10.8	22.8	
Queue Length 50th (ft)	175	143		21	21	0	25	110		20	281	
Queue Length 95th (ft)	250	215		51	51	0	58	188		m19	384	
Internal Link Dist (ft)		131			261			3089			1181	
Turn Bay Length (ft)	150			100		60	230			150		
Base Capacity (vph)	332	348		360	369	331	414	1539		641	1654	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.67	0.62		0.07	0.07	0.07	0.22	0.33		0.09	0.57	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: NYS Route 9A & 1824 Drwy/SMRP NB On/Off Ramps



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	291	25	88	38	10	20	83	432	40	54	850	11
Future Volume (veh/h)	291	25	88	38	10	20	83	432	40	54	850	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1753	1753	2254	2254	2254	1864	1459	1459	1909	1699	1699
Adj Flow Rate, veh/h	220	162	96	26	32	22	90	470	43	59	924	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	0	0	0	0	5	32	32	2	16	16
Cap, veh/h	288	181	107	83	87	142	377	1498	137	568	1891	25
Arrive On Green	0.18	0.18	0.18	0.04	0.04	0.04	0.04	0.58	0.58	0.04	0.58	0.58
Sat Flow, veh/h	1641	1031	611	2147	2254	1896	1776	2569	234	1818	3263	42
Grp Volume(v), veh/h	220	0	258	26	32	22	90	253	260	59	457	479
Grp Sat Flow(s),veh/h/ln	1641	0	1642	2147	2254	1896	1776	1386	1417	1818	1614	1692
Q Serve(g_s), s	15.3	0.0	18.4	1.4	1.7	1.3	2.4	11.2	11.3	1.5	19.9	19.9
Cycle Q Clear(g_c), s	15.3	0.0	18.4	1.4	1.7	1.3	2.4	11.2	11.3	1.5	19.9	19.9
Prop In Lane	1.00		0.37	1.00		1.00	1.00		0.17	1.00		0.03
Lane Grp Cap(c), veh/h	288	0	288	83	87	142	377	808	826	568	935	980
V/C Ratio(X)	0.76	0.00	0.90	0.31	0.37	0.15	0.24	0.31	0.31	0.10	0.49	0.49
Avail Cap(c_a), veh/h	342	0	342	447	470	464	528	808	826	731	935	980
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60
Uniform Delay (d), s/veh	47.1	0.0	48.4	56.1	56.2	52.0	11.1	12.8	12.8	9.7	14.8	14.8
Incr Delay (d2), s/veh	6.5	0.0	20.4	0.8	1.0	0.2	0.1	1.0	1.0	0.0	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.0	9.2	0.8	1.0	0.6	0.9	3.4	3.5	0.6	7.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	0.0	68.8	56.9	57.2	52.2	11.2	13.8	13.8	9.7	15.9	15.9
LnGrp LOS	D	A	E	E	E	D	B	B	B	A	B	B
Approach Vol, veh/h		478			80			603			995	
Approach Delay, s/veh		61.8			55.7			13.4			15.5	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	74.5		9.7	9.3	75.0		26.1				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	35.0		25.0	15.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	4.4	21.9		3.7	3.5	13.3		20.4				
Green Ext Time (p_c), s	0.1	4.1		0.1	0.0	2.5		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	13	561	250	77	901
Future Volume (vph)	50	13	561	250	77	901
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		-5%			5%
Storage Length (ft)	0	210		260	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950					0.996
Satd. Flow (prot)	1721	1663	2839	1554	0	2971
Flt Permitted	0.950					0.996
Satd. Flow (perm)	1721	1663	2839	1554	0	2971
Link Speed (mph)	30		45			45
Link Distance (ft)	390		1407			3169
Travel Time (s)	8.9		21.3			48.0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	8%	0%	26%	3%	3%	15%
Adj. Flow (vph)	51	13	572	255	79	919
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	13	572	255	0	998
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.01	1.01	1.08	1.08
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	13	561	250	77	901
Future Vol, veh/h	50	13	561	250	77	901
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	210	-	260	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-6	-	-5	-	-	5
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	8	0	26	3	3	15
Mvmt Flow	51	13	572	255	79	919

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1190	286	0	0	572	0
Stage 1	572	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Critical Hdwy	5.76	6.3	-	-	4.16	-
Critical Hdwy Stg 1	4.76	-	-	-	-	-
Critical Hdwy Stg 2	4.76	-	-	-	-	-
Follow-up Hdwy	3.58	3.3	-	-	2.23	-
Pot Cap-1 Maneuver	256	752	-	-	990	-
Stage 1	619	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	214	752	-	-	990	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	518	-	-	-	-	-
Stage 2	595	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.5	0	1.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	214	752	990	-
HCM Lane V/C Ratio	-	-	0.238	0.018	0.079	-
HCM Control Delay (s)	-	-	27	9.9	9	0.6
HCM Lane LOS	-	-	D	A	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1	0.3	-

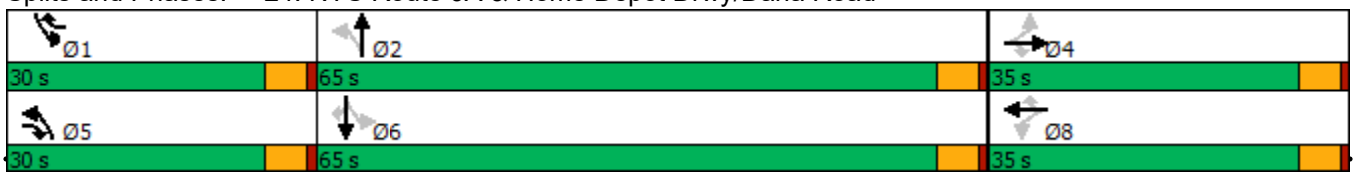
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	34	116	48	19	93	135	650	113	193	693	90
Future Volume (vph)	63	34	116	48	19	93	135	650	113	193	693	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		5%			-6%			2%			-2%	
Storage Length (ft)	0		240	0		210	260		0	140		260
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor		1.00				0.99						
Frt			0.850			0.850		0.978				0.850
Flt Protected		0.969			0.965		0.950			0.950		
Satd. Flow (prot)	0	1690	1445	0	1681	1517	1630	2831	0	1647	3038	1447
Flt Permitted		0.796			0.780		0.282			0.216		
Satd. Flow (perm)	0	1386	1445	0	1359	1495	484	2831	0	374	3038	1447
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			122			98		20				95
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		782			1125			1260			1407	
Travel Time (s)		17.8			30.7			19.1			21.3	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	8%	3%	9%	10%	5%	6%	6%	22%	4%	7%	16%	9%
Adj. Flow (vph)	66	36	122	51	20	98	142	684	119	203	729	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	102	122	0	71	98	142	803	0	203	729	95
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.01	1.01	1.01	1.06	1.06	1.06	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83		35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Detector Phase	4	4	5	8	8	1	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0	5.0	8.0	8.0	5.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	13.0	13.0	10.0	35.0	35.0	10.0	10.0	28.0		10.0	15.0	15.0
Total Split (s)	35.0	35.0	30.0	35.0	35.0	30.0	30.0	65.0		30.0	65.0	65.0
Total Split (%)	26.9%	26.9%	23.1%	26.9%	26.9%	23.1%	23.1%	50.0%		23.1%	50.0%	50.0%
Maximum Green (s)	30.0	30.0	25.0	30.0	30.0	25.0	25.0	60.0		25.0	60.0	60.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	5.0		2.0	5.0	5.0
Recall Mode	None	None	None	Ped	Ped	None	None	Min		None	Min	Min
Walk Time (s)				7.0	7.0			7.0				
Flash Dont Walk (s)				23.0	23.0			16.0				
Pedestrian Calls (#/hr)				2	2			0				
v/c Ratio		0.22	0.16		0.15	0.13	0.41	0.74		0.61	0.61	0.15
Control Delay		26.0	3.7		25.4	3.8	13.5	27.8		18.3	23.9	4.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		26.0	3.7		25.4	3.8	13.5	27.8		18.3	23.9	4.2
Queue Length 50th (ft)		40	0		28	0	37	196		55	167	0
Queue Length 95th (ft)		99	32		73	28	64	275		89	234	28
Internal Link Dist (ft)		702			1045			1180			1327	
Turn Bay Length (ft)			240			210	260			140		260
Base Capacity (vph)		468	1017		459	970	588	1921		564	2055	1009
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.22	0.12		0.15	0.10	0.24	0.42		0.36	0.35	0.09

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 89.7
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

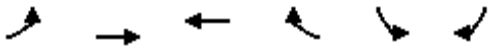
Splits and Phases: 24: NYS Route 9A & Home Depot Drwy/Dana Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	34	116	48	19	93	135	650	113	193	693	90
Future Volume (veh/h)	63	34	116	48	19	93	135	650	113	193	693	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1708	1708	1619	2061	2061	2046	1788	1550	1550	1874	1738	1844
Adj Flow Rate, veh/h	66	36	122	51	20	98	142	684	119	203	729	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	9	5	5	6	6	22	22	7	16	9
Cap, veh/h	70	22	583	73	19	772	354	948	165	350	1317	623
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.07	0.38	0.38	0.09	0.40	0.40
Sat Flow, veh/h	0	62	1370	0	54	1731	1702	2509	436	1784	3303	1562
Grp Volume(v), veh/h	102	0	122	71	0	98	142	401	402	203	729	95
Grp Sat Flow(s),veh/h/ln	62	0	1370	54	0	1731	1702	1473	1472	1784	1652	1562
Q Serve(g_s), s	0.0	0.0	4.8	0.0	0.0	2.8	4.3	19.8	19.9	5.8	14.5	3.3
Cycle Q Clear(g_c), s	30.0	0.0	4.8	30.0	0.0	2.8	4.3	19.8	19.9	5.8	14.5	3.3
Prop In Lane	0.65		1.00	0.72		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	91	0	583	92	0	772	354	557	556	350	1317	623
V/C Ratio(X)	1.12	0.00	0.21	0.78	0.00	0.13	0.40	0.72	0.72	0.58	0.55	0.15
Avail Cap(c_a), veh/h	91	0	583	92	0	772	729	1037	1037	706	2326	1100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	0.0	15.5	34.7	0.0	13.9	15.2	22.7	22.7	16.7	19.8	16.4
Incr Delay (d2), s/veh	128.6	0.0	0.1	30.5	0.0	0.0	0.3	3.7	3.8	0.6	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	1.5	2.3	0.0	1.1	1.5	6.7	6.7	2.1	5.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	164.1	0.0	15.5	65.2	0.0	13.9	15.5	26.4	26.4	17.3	20.5	16.6
LnGrp LOS	F	A	B	E	A	B	B	C	C	B	C	B
Approach Vol, veh/h		224			169			945			1027	
Approach Delay, s/veh		83.2			35.5			24.8			19.5	
Approach LOS		F			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	37.2		35.0	11.2	39.0		35.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	25.0	60.0		30.0	25.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	7.8	21.9		32.0	6.3	16.5		32.0				
Green Ext Time (p_c), s	0.3	10.3		0.0	0.2	11.2		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	28.8
HCM 6th LOS	C



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	81	89	9	7	101	141
Future Volume (vph)	81	89	9	7	101	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	12	12
Grade (%)		0%	-3%		-2%	
Storage Length (ft)	0			0	135	0
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.940			0.850
Flt Protected		0.977			0.950	
Satd. Flow (prot)	0	1767	1738	0	1753	1584
Flt Permitted		0.977			0.950	
Satd. Flow (perm)	0	1767	1738	0	1753	1584
Link Speed (mph)		25	25		25	
Link Distance (ft)		166	218		338	
Travel Time (s)		4.5	5.9		9.2	
Confl. Peds. (#/hr)	9			9	1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	6%	12%	26%	4%	3%
Adj. Flow (vph)	89	98	10	8	111	155
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	187	18	0	111	155
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.83	0.83	0.99	0.99
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

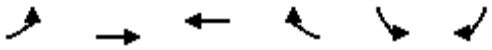
Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	81	89	9	7	101	141
Future Vol, veh/h	81	89	9	7	101	141
Conflicting Peds, #/hr	9	0	0	9	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	135	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-3	-	-2	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	6	12	26	4	3
Mvmt Flow	89	98	10	8	111	155

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	27	0	-	0	300	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	277	-
Critical Hdwy	4.14	-	-	-	6.04	6.03
Critical Hdwy Stg 1	-	-	-	-	5.04	-
Critical Hdwy Stg 2	-	-	-	-	5.04	-
Follow-up Hdwy	2.236	-	-	-	3.536	3.327
Pot Cap-1 Maneuver	1574	-	-	-	711	1052
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1562	-	-	-	659	1044
Mov Cap-2 Maneuver	-	-	-	-	659	-
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	783	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1562	-	-	-	659	1044
HCM Lane V/C Ratio	0.057	-	-	-	0.168	0.148
HCM Control Delay (s)	7.4	0	-	-	11.6	9
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6	0.5



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	162	110	9	6	68	83
Future Volume (vph)	162	110	9	6	68	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-1%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.944		0.926	
Flt Protected		0.971			0.978	
Satd. Flow (prot)	0	1766	1693	0	1681	0
Flt Permitted		0.971			0.978	
Satd. Flow (perm)	0	1766	1693	0	1681	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		273	311		301	
Travel Time (s)		7.4	8.5		8.2	
Confl. Peds. (#/hr)	1			1	1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	1%	11%	0%	0%	8%
Adj. Flow (vph)	182	124	10	7	76	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	306	17	0	169	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	162	110	9	6	68	83
Future Vol, veh/h	162	110	9	6	68	83
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	6	1	11	0	0	8
Mvmt Flow	182	124	10	7	76	93
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	10.4	7.7	8.6
HCM LOS	B	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	60%	0%	45%
Vol Thru, %	40%	60%	0%
Vol Right, %	0%	40%	55%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	272	15	151
LT Vol	162	0	68
Through Vol	110	9	0
RT Vol	0	6	83
Lane Flow Rate	306	17	170
Geometry Grp	1	1	1
Degree of Util (X)	0.385	0.021	0.209
Departure Headway (Hd)	4.534	4.584	4.429
Convergence, Y/N	Yes	Yes	Yes
Cap	795	781	813
Service Time	2.554	2.614	2.446
HCM Lane V/C Ratio	0.385	0.022	0.209
HCM Control Delay	10.4	7.7	8.6
HCM Lane LOS	B	A	A
HCM 95th-tile Q	1.8	0.1	0.8



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	173	139	17	75	132	99
Future Volume (vph)	173	139	17	75	132	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Grade (%)	4%			-4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.940				0.942	
Flt Protected				0.991	0.972	
Satd. Flow (prot)	1644	0	0	1753	1871	0
Flt Permitted				0.991	0.972	
Satd. Flow (perm)	1644	0	0	1753	1871	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1125			89	515	
Travel Time (s)	30.7			2.4	14.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	7%	12%	9%	4%	0%
Adj. Flow (vph)	182	146	18	79	139	104
Shared Lane Traffic (%)						
Lane Group Flow (vph)	328	0	0	97	243	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

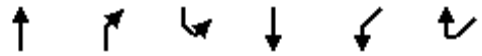
Intersection	
Int Delay, s/veh	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	139	17	75	132	99
Future Vol, veh/h	173	139	17	75	132	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	-4	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	7	12	9	4	0
Mvmt Flow	182	146	18	79	139	104

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	328	0	370	255
Stage 1	-	-	-	-	255	-
Stage 2	-	-	-	-	115	-
Critical Hdwy	-	-	4.22	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.308	-	3.536	3.3
Pot Cap-1 Maneuver	-	-	1177	-	626	789
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1177	-	616	789
Mov Cap-2 Maneuver	-	-	-	-	616	-
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	905	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	680	-	-	1177	-
HCM Lane V/C Ratio	0.358	-	-	0.015	-
HCM Control Delay (s)	13.2	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.6	-	-	0	-



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	125	182	27	292	117	16
Future Volume (vph)	125	182	27	292	117	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-1%	10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.920				0.984	
Flt Protected				0.996	0.958	
Satd. Flow (prot)	1573	0	0	1646	1544	0
Flt Permitted				0.996	0.958	
Satd. Flow (perm)	1573	0	0	1646	1544	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	410			565	400	
Travel Time (s)	7.0			9.6	9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	23%	3%	0%	17%	10%	12%
Adj. Flow (vph)	136	198	29	317	127	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	334	0	0	346	144	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.07	1.07
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	4.5

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	125	182	27	292	117	16
Future Vol, veh/h	125	182	27	292	117	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-1	10	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	23	3	0	17	10	12
Mvmt Flow	136	198	29	317	127	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	334	0	610	235
Stage 1	-	-	-	-	235	-
Stage 2	-	-	-	-	375	-
Critical Hdwy	-	-	4.1	-	8.5	7.32
Critical Hdwy Stg 1	-	-	-	-	7.5	-
Critical Hdwy Stg 2	-	-	-	-	7.5	-
Follow-up Hdwy	-	-	2.2	-	3.59	3.408
Pot Cap-1 Maneuver	-	-	1237	-	317	731
Stage 1	-	-	-	-	689	-
Stage 2	-	-	-	-	550	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1237	-	308	731
Mov Cap-2 Maneuver	-	-	-	-	308	-
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	550	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.7	24
HCM LOS			C

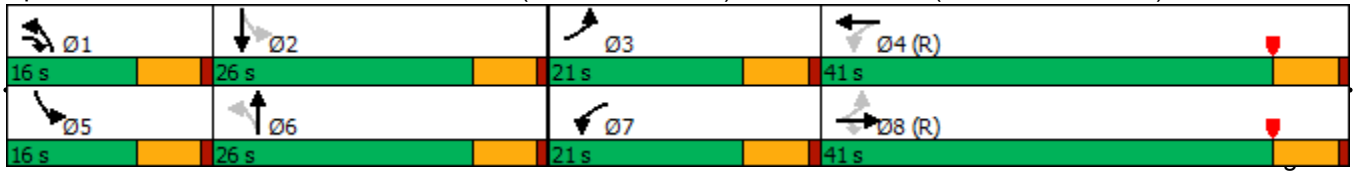
Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1237	-	331
HCM Lane V/C Ratio	-	-	0.024	-	0.437
HCM Control Delay (s)	-	-	8	0	24
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.1	-	2.1

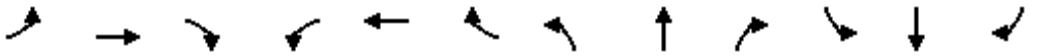
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	597	306	32	388	54	202	144	59	165	172	119
Future Volume (vph)	194	597	306	32	388	54	202	144	59	165	172	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	10	11	11
Grade (%)		7%			-5%			-2%			3%	
Storage Length (ft)	230		0	115		0	290		0	160		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00							
Frt			0.850		0.982			0.956			0.939	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1464	1672	1255	1542	1657	0	1632	1586	0	1522	1379	0
Flt Permitted	0.231			0.231			0.239			0.467		
Satd. Flow (perm)	356	1672	1255	375	1657	0	411	1586	0	748	1379	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			326		7			18			30	
Link Speed (mph)		40			35			30			30	
Link Distance (ft)		434			857			659			593	
Travel Time (s)		7.4			16.7			15.0			13.5	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	15%	6%	20%	16%	11%	13%	8%	16%	15%	9%	22%	25%
Adj. Flow (vph)	206	635	326	34	413	57	215	153	63	176	183	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	206	635	326	34	470	0	215	216	0	176	310	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.01	1.01	1.01	1.03	0.99	0.99	1.11	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template												
Leading Detector (ft)	35	83	35	35	83		35	83		35	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Detector Phase	3	8	1	7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	16.0	11.0	11.0	16.0		11.0	16.0		11.0	16.0	
Total Split (s)	21.0	41.0	16.0	21.0	41.0		16.0	26.0		16.0	26.0	
Total Split (%)	20.2%	39.4%	15.4%	20.2%	39.4%		15.4%	25.0%		15.4%	25.0%	
Maximum Green (s)	15.0	35.0	10.0	15.0	35.0		10.0	20.0		10.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	
v/c Ratio	0.64	0.81	0.36	0.15	0.77		0.91	0.66		0.62	1.07	
Control Delay	22.8	35.6	2.4	14.0	39.8		69.1	46.7		36.8	111.1	
Queue Delay	0.0	11.2	0.2	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.8	46.8	2.7	14.0	39.8		69.1	46.7		36.8	111.1	
Queue Length 50th (ft)	70	381	0	10	271		107	123		86	~213	
Queue Length 95th (ft)	115	#620	38	25	#458		#224	#208		144	#386	
Internal Link Dist (ft)		354			777			579			513	
Turn Bay Length (ft)	230			115			290			160		
Base Capacity (vph)	351	781	903	358	608		237	325		290	289	
Starvation Cap Reductn	0	129	168	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.59	0.97	0.44	0.09	0.77		0.91	0.66		0.61	1.07	

Intersection Summary
Area Type: Other
Cycle Length: 104
Actuated Cycle Length: 104
Offset: 67 (64%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 29: NYS Route 100A (Knollwood Road)/NYS Route 100 (Bradhurst Avenue) & NYS Route 100C (Grassl

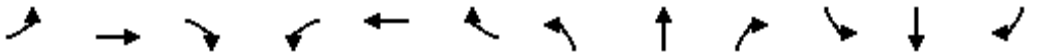




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	597	306	32	388	54	202	144	59	165	172	119
Future Volume (veh/h)	194	597	306	32	388	54	202	144	59	165	172	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1389	1522	1315	1856	1932	1932	1859	1738	1738	1714	1521	1521
Adj Flow Rate, veh/h	206	635	326	34	413	57	215	153	63	176	183	127
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	15	6	20	16	11	11	8	16	16	9	22	22
Cap, veh/h	327	659	588	170	611	84	239	225	93	302	161	112
Arrive On Green	0.11	0.43	0.43	0.05	0.37	0.37	0.10	0.19	0.19	0.10	0.19	0.19
Sat Flow, veh/h	1323	1522	1112	1768	1660	229	1770	1170	482	1632	836	580
Grp Volume(v), veh/h	206	635	326	34	0	470	215	0	216	176	0	310
Grp Sat Flow(s),veh/h/ln	1323	1522	1112	1768	0	1890	1770	0	1652	1632	0	1416
Q Serve(g_s), s	9.6	42.2	20.3	1.2	0.0	21.8	10.0	0.0	12.6	8.9	0.0	20.0
Cycle Q Clear(g_c), s	9.6	42.2	20.3	1.2	0.0	21.8	10.0	0.0	12.6	8.9	0.0	20.0
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.29	1.00		0.41
Lane Grp Cap(c), veh/h	327	659	588	170	0	696	239	0	318	302	0	272
V/C Ratio(X)	0.63	0.96	0.55	0.20	0.00	0.68	0.90	0.00	0.68	0.58	0.00	1.14
Avail Cap(c_a), veh/h	369	659	588	340	0	696	239	0	318	302	0	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.3	28.7	16.3	24.5	0.0	27.6	32.2	0.0	39.0	30.4	0.0	42.0
Incr Delay (d2), s/veh	1.5	24.5	3.1	0.2	0.0	5.2	31.8	0.0	4.8	1.9	0.0	97.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	18.7	5.3	0.5	0.0	10.5	6.4	0.0	5.5	3.6	0.0	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.7	53.2	19.5	24.7	0.0	32.8	64.0	0.0	43.8	32.4	0.0	139.0
LnGrp LOS	C	D	B	C	A	C	E	A	D	C	A	F
Approach Vol, veh/h		1167			504			431			486	
Approach Delay, s/veh		38.0			32.3			53.9			100.4	
Approach LOS		D			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	26.0	17.7	44.3	16.0	26.0	11.0	51.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	20.0	15.0	35.0	10.0	20.0	15.0	35.0
Max Q Clear Time (g_c+I1), s	12.0	22.0	11.6	23.8	10.9	14.6	3.2	44.2
Green Ext Time (p_c), s	0.0	0.0	0.1	1.3	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.3
HCM 6th LOS	D

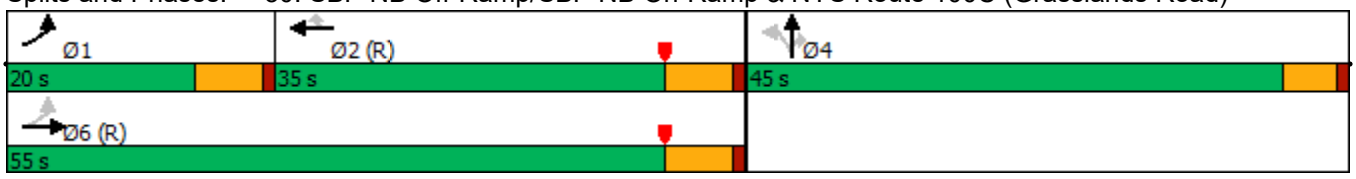


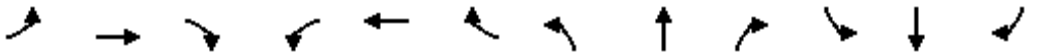
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	660	0	0	614	95	689	0	437	0	0	0
Future Volume (vph)	23	660	0	0	614	95	689	0	437	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		5%			-7%			4%			6%	
Storage Length (ft)	325		0	0		135	0		325	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	86			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt						0.850			0.850			
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1507	3143	0	0	3307	1520	0	1751	1479	0	0	0
Flt Permitted	0.292							0.950				
Satd. Flow (perm)	463	3143	0	0	3307	1484	0	1751	1479	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						96			177			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		444			434			670			395	
Travel Time (s)		7.6			7.4			15.2			9.0	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	9%	12%	0%	0%	13%	10%	1%	0%	7%	0%	0%	0%
Adj. Flow (vph)	24	680	0	0	633	98	710	0	451	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	680	0	0	633	98	0	710	451	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.13	1.03	1.03	0.96	0.96	0.96	1.03	1.03	1.03	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template							Left					
Leading Detector (ft)	35	83			83	35	20	83	35			
Trailing Detector (ft)	-5	-5			-5	-5	0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5	-5	0	-5	-5			
Detector 1 Size(ft)	40	40			40	40	20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		43			43			43				
Detector 2 Size(ft)		40			40			40				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			4				
Permitted Phases	6					2	4		4			
Detector Phase	1	6			2	2	4	4	4			
Switch Phase												
Minimum Initial (s)	2.0	2.0			2.0	2.0	4.0	4.0	4.0			
Minimum Split (s)	8.0	8.0			8.0	8.0	9.0	9.0	9.0			
Total Split (s)	20.0	55.0			35.0	35.0	45.0	45.0	45.0			
Total Split (%)	20.0%	55.0%			35.0%	35.0%	45.0%	45.0%	45.0%			
Maximum Green (s)	14.0	49.0			29.0	29.0	40.0	40.0	40.0			
Yellow Time (s)	5.0	5.0			5.0	5.0	4.0	4.0	4.0			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0	6.0		5.0	5.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.0	0.2			0.2	0.2	4.0	4.0	4.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
v/c Ratio	0.08	0.44			0.43	0.14		1.01	0.65			
Control Delay	10.7	16.7			21.7	5.2		68.8	19.2			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	10.7	16.7			21.7	5.2		68.8	19.2			
Queue Length 50th (ft)	7	185			128	1		~459	137			
Queue Length 95th (ft)	m15	187			220	34		#701	250			
Internal Link Dist (ft)		364			354			590			315	
Turn Bay Length (ft)	325					135			325			
Base Capacity (vph)	373	1540			1457	707		700	697			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.06	0.44			0.43	0.14		1.01	0.65			

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 30: SBP NB Off-Ramp/SBP NB On-Ramp & NYS Route 100C (Grasslands Road)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	660	0	0	614	95	689	0	437	0	0	0
Future Volume (veh/h)	23	660	0	0	614	95	689	0	437	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1619	1575	0	0	1980	2025	1702	1806	1702			
Adj Flow Rate, veh/h	24	680	0	0	633	98	710	0	451			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	9	12	0	0	13	10	7	0	7			
Cap, veh/h	280	1466	0	0	1565	712	688	0	577			
Arrive On Green	0.01	0.49	0.00	0.00	0.42	0.42	0.40	0.00	0.40			
Sat Flow, veh/h	1542	3071	0	0	3861	1712	1720	0	1442			
Grp Volume(v), veh/h	24	680	0	0	633	98	710	0	451			
Grp Sat Flow(s),veh/h/ln	1542	1496	0	0	1881	1712	1720	0	1442			
Q Serve(g_s), s	0.9	15.0	0.0	0.0	11.8	3.5	40.0	0.0	27.3			
Cycle Q Clear(g_c), s	0.9	15.0	0.0	0.0	11.8	3.5	40.0	0.0	27.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	280	1466	0	0	1565	712	688	0	577			
V/C Ratio(X)	0.09	0.46	0.00	0.00	0.40	0.14	1.03	0.00	0.78			
Avail Cap(c_a), veh/h	475	1466	0	0	1565	712	688	0	577			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.47	0.47	1.00	0.00	1.00			
Uniform Delay (d), s/veh	16.4	16.8	0.0	0.0	20.5	18.1	30.0	0.0	26.2			
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.4	0.2	42.8	0.0	7.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.3	5.0	0.0	0.0	5.0	1.4	24.0	0.0	10.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	17.9	0.0	0.0	20.9	18.3	72.8	0.0	33.4			
LnGrp LOS	B	B	A	A	C	B	F	A	C			
Approach Vol, veh/h		704			731			1161				
Approach Delay, s/veh		17.8			20.5			57.5				
Approach LOS		B			C			E				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	7.4	47.6		45.0		55.0						
Change Period (Y+Rc), s	6.0	6.0		5.0		6.0						
Max Green Setting (Gmax), s	14.0	29.0		40.0		49.0						
Max Q Clear Time (g_c+I1), s	2.9	13.8		42.0		17.0						
Green Ext Time (p_c), s	0.0	0.5		0.0		0.6						

Intersection Summary	
HCM 6th Ctrl Delay	36.3
HCM 6th LOS	D

Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	233	181	0	733	1120	183
Future Volume (vph)	233	181	0	733	1120	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-2%			2%	-5%	
Storage Length (ft)	0	90	0			235
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						0.98
Frt		0.850				0.850
Flt Protected	0.950					
Satd. Flow (prot)	1787	1615	0	3191	3558	1379
Flt Permitted	0.950					
Satd. Flow (perm)	1787	1615	0	3191	3558	1351
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		75				116
Link Speed (mph)	30			40	40	
Link Distance (ft)	326			294	397	
Travel Time (s)	7.4			5.0	6.8	
Confl. Peds. (#/hr)						2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	12%	4%	20%
Adj. Flow (vph)	245	191	0	772	1179	193
Shared Lane Traffic (%)						
Lane Group Flow (vph)	245	191	0	772	1179	193
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.97	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	1
Detector Template						
Leading Detector (ft)	35	35		83	83	35
Trailing Detector (ft)	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				43	43	
Detector 2 Size(ft)				40	40	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm		NA	NA	Free
Protected Phases	8			6	2	
Permitted Phases		8		6	2	Free
Detector Phase	8	8		6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0		2.0	2.0	
Minimum Split (s)	10.0	10.0		8.0	8.0	
Total Split (s)	35.0	35.0		65.0	65.0	
Total Split (%)	35.0%	35.0%		65.0%	65.0%	
Maximum Green (s)	30.0	30.0		59.0	59.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0		0.2	0.2	
Recall Mode	None	None		C-Max	C-Max	
v/c Ratio	0.75	0.54		0.34	0.47	0.14
Control Delay	52.8	26.8		6.1	4.3	0.1
Queue Delay	0.0	0.0		0.2	0.0	0.0
Total Delay	52.8	26.8		6.4	4.4	0.1
Queue Length 50th (ft)	149	66		115	83	0
Queue Length 95th (ft)	216	125		180	m169	m0
Internal Link Dist (ft)	246			214	317	
Turn Bay Length (ft)		90				235
Base Capacity (vph)	536	537		2258	2517	1351
Starvation Cap Reductn	0	0		729	0	0
Spillback Cap Reductn	0	3		0	182	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.46	0.36		0.50	0.50	0.14

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 31: NYS Route 100C (Grasslands Road) & SBP SB On/Off Ramps





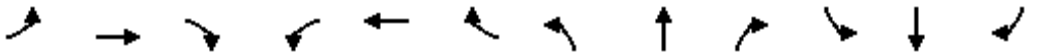
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (veh/h)	233	181	0	733	1120	183
Future Volume (veh/h)	233	181	0	733	1120	183
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1949	1964	0	1699	2037	1796
Adj Flow Rate, veh/h	245	191	0	772	1179	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	1	0	12	4	20
Cap, veh/h	290	260	0	2368	2839	
Arrive On Green	0.16	0.16	0.00	0.73	0.73	0.00
Sat Flow, veh/h	1856	1664	0	3397	3971	1522
Grp Volume(v), veh/h	245	191	0	772	1179	0
Grp Sat Flow(s),veh/h/ln	1856	1664	0	1614	1935	1522
Q Serve(g_s), s	12.8	10.9	0.0	8.4	11.7	0.0
Cycle Q Clear(g_c), s	12.8	10.9	0.0	8.4	11.7	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	290	260	0	2368	2839	
V/C Ratio(X)	0.84	0.73	0.00	0.33	0.42	
Avail Cap(c_a), veh/h	557	499	0	2368	2839	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.98	1.00	0.00
Uniform Delay (d), s/veh	41.0	40.2	0.0	4.7	5.1	0.0
Incr Delay (d2), s/veh	2.6	1.5	0.0	0.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	4.5	0.0	2.2	3.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.6	41.7	0.0	5.0	5.5	0.0
LnGrp LOS	D	D	A	A	A	
Approach Vol, veh/h	436			772	1179	A
Approach Delay, s/veh	42.8			5.0	5.5	
Approach LOS	D			A	A	

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	79.4			79.4	20.6
Change Period (Y+Rc), s	6.0			6.0	5.0
Max Green Setting (Gmax), s	59.0			59.0	30.0
Max Q Clear Time (g_c+I1), s	13.7			10.4	14.8
Green Ext Time (p_c), s	1.1			0.7	0.8

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.

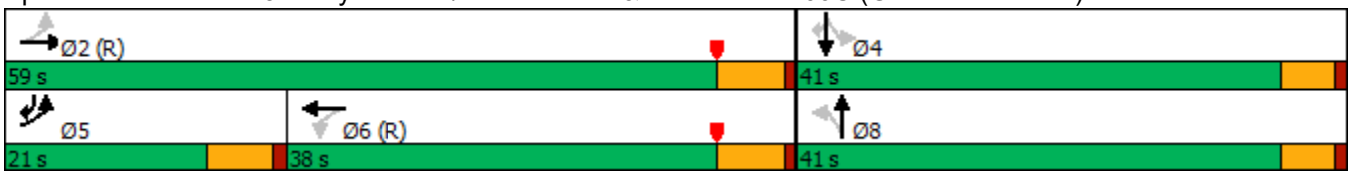


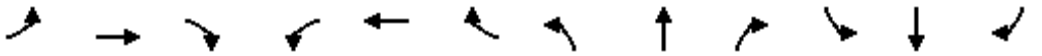
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	634	0	4	1103	194	3	0	2	97	0	40
Future Volume (vph)	104	634	0	4	1103	194	3	0	2	97	0	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12	15	15	15	13	13	13
Grade (%)		0%			1%			0%			-5%	
Storage Length (ft)	130		0	70		0	0		0	0		90
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	86			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.978			0.946				0.850
Flt Protected	0.950			0.950				0.971			0.950	
Satd. Flow (prot)	1719	3223	0	1676	3368	0	0	1920	0	0	1738	1555
Flt Permitted	0.148			0.403				0.846			0.754	
Satd. Flow (perm)	268	3223	0	711	3368	0	0	1673	0	0	1379	1555
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					21			98				33
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		423			294			305			416	
Travel Time (s)		7.2			5.0			6.9			11.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	12%	0%	0%	4%	6%	0%	0%	0%	10%	0%	10%
Adj. Flow (vph)	107	654	0	4	1137	200	3	0	2	100	0	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	107	654	0	4	1337	0	0	5	0	0	100	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.10	1.01	1.01	0.88	0.88	0.88	0.93	0.93	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template							Left			Left		
Leading Detector (ft)	35	83		35	83		20	83		20	83	35
Trailing Detector (ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40		20	40		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Minimum Split (s)	8.0	8.0		8.0	8.0		7.0	7.0		7.0	7.0	8.0
Total Split (s)	21.0	59.0		38.0	38.0		41.0	41.0		41.0	41.0	21.0
Total Split (%)	21.0%	59.0%		38.0%	38.0%		41.0%	41.0%		41.0%	41.0%	21.0%
Maximum Green (s)	15.0	53.0		32.0	32.0		36.0	36.0		36.0	36.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0			5.0	6.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	0.2	0.2		0.2	0.2		2.0	2.0		2.0	2.0	0.2
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	None
v/c Ratio	0.39	0.25		0.01	0.57			0.02			0.61	0.13
Control Delay	7.4	3.7		4.5	6.1			0.2			57.1	12.9
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	7.4	3.7		4.5	6.1			0.2			57.1	12.9
Queue Length 50th (ft)	13	50		0	57			0			62	4
Queue Length 95th (ft)	33	90		m1	395			0			109	29
Internal Link Dist (ft)		343			214			225			336	
Turn Bay Length (ft)	130			70								90
Base Capacity (vph)	430	2598		490	2331			665			496	483
Starvation Cap Reductn	0	0		0	13			0			0	0
Spillback Cap Reductn	0	18		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.25	0.25		0.01	0.58			0.01			0.20	0.08

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 32: Taylor Road/Woods Road & NYS Route 100C (Grasslands Road)

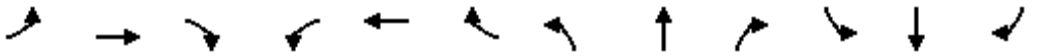




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	634	0	4	1103	194	3	0	2	97	0	40
Future Volume (veh/h)	104	634	0	4	1103	194	3	0	2	97	0	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1722	1722	1894	1835	1835	1976	1976	1976	2181	2181	2024
Adj Flow Rate, veh/h	107	654	0	4	1137	200	3	0	2	100	0	41
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	12	12	0	4	4	0	0	0	0	0	10
Cap, veh/h	345	2651	0	637	2125	372	78	14	23	207	0	195
Arrive On Green	0.03	0.81	0.00	0.72	0.72	0.72	0.08	0.00	0.08	0.08	0.00	0.08
Sat Flow, veh/h	1739	3358	0	789	2965	519	257	180	291	1686	0	1716
Grp Volume(v), veh/h	107	654	0	4	666	671	5	0	0	100	0	41
Grp Sat Flow(s),veh/h/ln	1739	1636	0	789	1743	1741	728	0	0	1686	0	1716
Q Serve(g_s), s	1.5	4.7	0.0	0.1	17.5	17.7	0.0	0.0	0.0	0.0	0.0	2.2
Cycle Q Clear(g_c), s	1.5	4.7	0.0	0.1	17.5	17.7	5.8	0.0	0.0	5.7	0.0	2.2
Prop In Lane	1.00		0.00	1.00		0.30	0.60		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	345	2651	0	637	1249	1248	116	0	0	207	0	195
V/C Ratio(X)	0.31	0.25	0.00	0.01	0.53	0.54	0.04	0.00	0.00	0.48	0.00	0.21
Avail Cap(c_a), veh/h	548	2651	0	637	1249	1248	544	0	0	669	0	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.87	0.87	0.87	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.5	2.3	0.0	4.0	6.5	6.5	42.5	0.0	0.0	45.0	0.0	40.3
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	1.4	1.4	0.1	0.0	0.0	0.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.9	0.0	0.0	5.4	5.4	0.1	0.0	0.0	2.5	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.7	2.5	0.0	4.1	7.9	8.0	42.6	0.0	0.0	45.6	0.0	40.5
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		761			1341			5			141	
Approach Delay, s/veh		2.9			7.9			42.6			44.1	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	87.0		13.0	9.3	77.7		13.0					
Change Period (Y+Rc), s	6.0		5.0	6.0	6.0		5.0					
Max Green Setting (Gmax), s	53.0		36.0	15.0	32.0		36.0					
Max Q Clear Time (g_c+I1), s	6.7		7.7	3.5	19.7		7.8					
Green Ext Time (p_c), s	0.6		0.4	0.0	0.8		0.0					

Intersection Summary												
HCM 6th Ctrl Delay		8.6										
HCM 6th LOS		A										



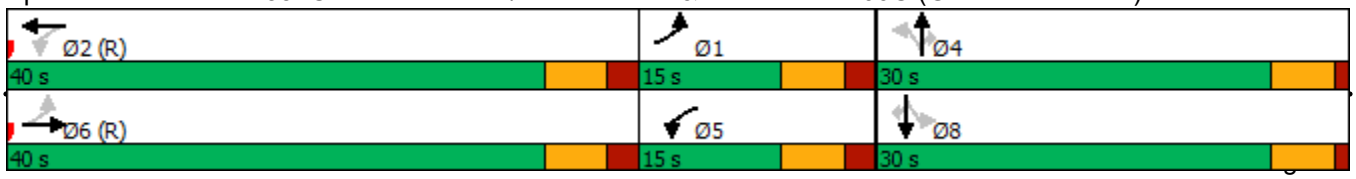
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	492	57	242	730	174	27	13	124	122	30	13
Future Volume (vph)	51	492	57	242	730	174	27	13	124	122	30	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	15
Grade (%)		3%			-2%			2%			0%	
Storage Length (ft)	230		0	255		0	0		190	100		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor									0.99		1.00	
Frt		0.984			0.971				0.850			0.850
Flt Protected	0.950			0.950				0.967			0.961	
Satd. Flow (prot)	1778	1715	0	1753	1788	0	0	1549	1454	0	1746	1645
Flt Permitted	0.094			0.307				0.751			0.739	
Satd. Flow (perm)	176	1715	0	566	1788	0	0	1203	1435	0	1341	1645
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			17				133			116
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		475			454			313			254	
Travel Time (s)		8.1			7.7			7.1			6.9	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	2%	4%	4%	5%	22%	8%	10%	4%	7%	8%
Adj. Flow (vph)	55	529	61	260	785	187	29	14	133	131	32	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	590	0	260	972	0	0	43	133	0	163	14
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	0.99	0.99	0.99	1.01	1.01	1.01	1.00	1.00	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	83
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	-5	-5
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43		43	43			43	43		43	43
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.0	16.0		9.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	15.0	40.0		15.0	40.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	17.6%	47.1%		17.6%	47.1%		35.3%	35.3%	35.3%	35.3%	35.3%	35.3%
Maximum Green (s)	9.0	34.0		9.0	34.0		25.0	25.0	25.0	25.0	25.0	25.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
v/c Ratio	0.23	0.65		0.54	0.91			0.21	0.37		0.70	0.04
Control Delay	13.7	20.1		15.3	34.8			30.1	8.2		48.1	0.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	13.7	20.1		15.3	34.8			30.1	8.2		48.1	0.2
Queue Length 50th (ft)	8	214		42	~562			20	0		83	0
Queue Length 95th (ft)	24	#398		92	#878			45	42		135	0
Internal Link Dist (ft)		395			374			233			174	
Turn Bay Length (ft)	230			255					190			
Base Capacity (vph)	281	912		501	1063			353	515		394	565
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.20	0.65		0.52	0.91			0.12	0.26		0.41	0.02

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 33: Clearbrook Road/Walker Road & NYS Route 100C (Grasslands Road)



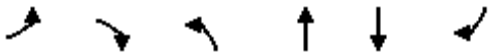
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	492	57	242	730	174	27	13	124	122	30	13
Future Volume (veh/h)	51	492	57	242	730	174	27	13	124	122	30	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1728	1728	1919	1919	1919	1758	1758	1728	1796	1796	1853
Adj Flow Rate, veh/h	55	529	61	260	785	187	29	14	0	131	32	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	8	8	4	4	4	8	8	10	7	7	8
Cap, veh/h	512	609	70	596	599	143	108	38		245	41	246
Arrive On Green	0.24	0.40	0.40	0.24	0.40	0.40	0.16	0.16	0.00	0.16	0.16	0.16
Sat Flow, veh/h	1759	1521	175	1827	1498	357	234	240	1465	1076	263	1565
Grp Volume(v), veh/h	55	0	590	260	0	972	43	0	0	163	0	14
Grp Sat Flow(s),veh/h/ln	1759	0	1697	1827	0	1854	474	0	1465	1339	0	1565
Q Serve(g_s), s	0.0	0.0	27.2	2.4	0.0	34.0	1.3	0.0	0.0	0.0	0.0	0.6
Cycle Q Clear(g_c), s	0.0	0.0	27.2	2.4	0.0	34.0	11.4	0.0	0.0	10.0	0.0	0.6
Prop In Lane	1.00		0.10	1.00		0.19	0.67		1.00	0.80		1.00
Lane Grp Cap(c), veh/h	512	0	679	596	0	742	145	0		287	0	246
V/C Ratio(X)	0.11	0.00	0.87	0.44	0.00	1.31	0.30	0.00		0.57	0.00	0.06
Avail Cap(c_a), veh/h	512	0	679	596	0	742	337	0		480	0	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.4	0.0	23.5	23.7	0.0	25.5	35.1	0.0	0.0	34.4	0.0	30.5
Incr Delay (d2), s/veh	0.0	0.0	14.2	0.2	0.0	149.3	0.4	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	12.5	3.8	0.0	44.1	0.9	0.0	0.0	3.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	0.0	37.7	23.9	0.0	174.8	35.6	0.0	0.0	35.1	0.0	30.5
LnGrp LOS	C	A	D	C	A	F	D	A		D	A	C
Approach Vol, veh/h		645			1232			43	A		177	
Approach Delay, s/veh		36.5			142.9			35.6			34.7	
Approach LOS		D			F			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.6	40.0		18.4	26.6	40.0		18.4				
Change Period (Y+Rc), s	6.0	6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s	9.0	34.0		25.0	9.0	34.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	36.0		13.4	4.4	29.2		12.0				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.3	1.0		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	98.9
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	22	71	2	515	98	326
Future Volume (vph)	22	71	2	515	98	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	14
Grade (%)	0%			-1%	6%	
Storage Length (ft)	0	50	0			75
Storage Lanes	1	0	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.897					0.850
Flt Protected	0.988					
Satd. Flow (prot)	1668	0	0	3557	1739	1671
Flt Permitted	0.988					
Satd. Flow (perm)	1668	0	0	3557	1739	1671
Link Speed (mph)	30			30	30	
Link Distance (ft)	295			565	540	
Travel Time (s)	6.7			12.8	12.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	0%	0%	2%	6%	0%
Adj. Flow (vph)	25	81	2	585	111	370
Shared Lane Traffic (%)						
Lane Group Flow (vph)	106	0	0	587	111	370
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	0.96
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

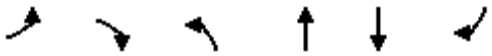
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	71	2	515	98	326
Future Vol, veh/h	22	71	2	515	98	326
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Yield
Storage Length	0	-	-	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-1	6	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	0	0	2	6	0
Mvmt Flow	25	81	2	585	111	370

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	408	-	111	0	-	0
Stage 1	111	-	-	-	-	-
Stage 2	297	-	-	-	-	-
Critical Hdwy	6.66	-	4.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.538	-	2.2	-	-	-
Pot Cap-1 Maneuver	581	0	1492	-	-	-
Stage 1	908	0	-	-	-	-
Stage 2	723	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	580	-	1492	-	-	-
Mov Cap-2 Maneuver	580	-	-	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1492	-	580	-	-
HCM Lane V/C Ratio	0.002	-	0.043	-	-
HCM Control Delay (s)	7.4	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	248	517	154	15
Future Volume (vph)	0	0	248	517	154	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	11	11	11	11
Grade (%)	7%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.988	
Flt Protected				0.984		
Satd. Flow (prot)	0	2017	0	1786	1720	0
Flt Permitted				0.984		
Satd. Flow (perm)	0	2017	0	1786	1720	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	707			851	724	
Travel Time (s)	16.1			14.5	12.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	1%	6%	0%
Adj. Flow (vph)	0	0	273	568	169	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	841	185	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.92	0.92	1.05	1.05	1.04	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

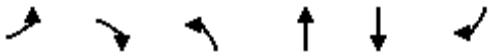
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	248	517	154	15
Future Vol, veh/h	0	0	248	517	154	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	7	-	-	1	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	1	6	0
Mvmt Flow	0	0	273	568	169	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	177	185	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	842	1402	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	842	1402	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	2.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1402	-	-	-	-
HCM Lane V/C Ratio	0.194	-	-	-	-
HCM Control Delay (s)	8.2	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-	-

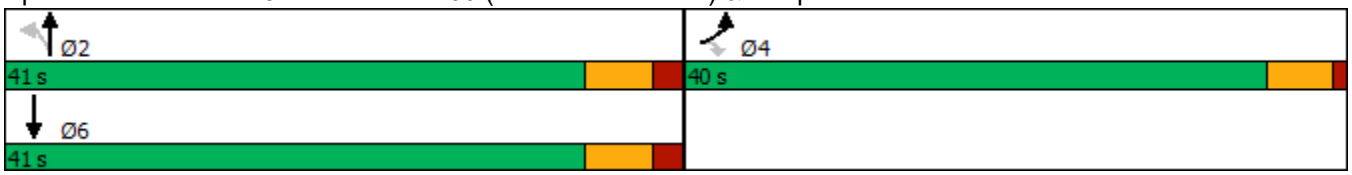


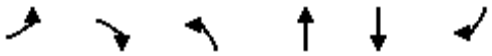
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	521	54	183	244	81	73
Future Volume (vph)	521	54	183	244	81	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	5%			2%	-1%	
Storage Length (ft)	115	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	86		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.936	
Flt Protected	0.950			0.979		
Satd. Flow (prot)	1760	1312	0	1719	1651	0
Flt Permitted	0.950			0.777		
Satd. Flow (perm)	1760	1312	0	1364	1651	0
Right Turn on Red		Yes				No
Satd. Flow (RTOR)		64				
Link Speed (mph)	25			40	40	
Link Distance (ft)	301			870	851	
Travel Time (s)	8.2			14.8	14.5	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	20%	3%	4%	8%	1%
Adj. Flow (vph)	620	64	218	290	96	87
Shared Lane Traffic (%)						
Lane Group Flow (vph)	620	64	0	508	183	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	1	2	2	
Detector Template			Left			
Leading Detector (ft)	83	83	20	83	83	
Trailing Detector (ft)	-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	
Detector 2 Size(ft)	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	
Minimum Split (s)	10.0	10.0	16.0	16.0	16.0	
Total Split (s)	40.0	40.0	41.0	41.0	41.0	
Total Split (%)	49.4%	49.4%	50.6%	50.6%	50.6%	
Maximum Green (s)	35.0	35.0	35.0	35.0	35.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	3.0	3.0	3.0	
Recall Mode	None	None	Min	Min	Min	
v/c Ratio	0.86	0.11		0.87	0.26	
Control Delay	33.6	4.5		37.8	15.3	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	33.6	4.5		37.8	15.3	
Queue Length 50th (ft)	266	0		215	55	
Queue Length 95th (ft)	363	19		#363	93	
Internal Link Dist (ft)	221			790	771	
Turn Bay Length (ft)	115					
Base Capacity (vph)	917	714		710	860	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.68	0.09		0.72	0.21	

Intersection Summary	
Area Type:	Other
Cycle Length: 81	
Actuated Cycle Length: 70.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: NYS Route 100 (Bradhurst Avenue) & Hospital Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	521	54	183	244	81	73
Future Volume (veh/h)	521	54	183	244	81	73
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1753	1456	1817	1817	1819	1819
Adj Flow Rate, veh/h	620	64	218	290	96	87
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	20	4	4	8	8
Cap, veh/h	685	506	300	340	374	339
Arrive On Green	0.41	0.41	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1669	1234	525	799	879	797
Grp Volume(v), veh/h	620	64	508	0	0	183
Grp Sat Flow(s),veh/h/ln	1669	1234	1324	0	0	1676
Q Serve(g_s), s	23.3	2.2	19.9	0.0	0.0	4.7
Cycle Q Clear(g_c), s	23.3	2.2	24.6	0.0	0.0	4.7
Prop In Lane	1.00	1.00	0.43			0.48
Lane Grp Cap(c), veh/h	685	506	640	0	0	713
V/C Ratio(X)	0.91	0.13	0.79	0.00	0.00	0.26
Avail Cap(c_a), veh/h	873	646	783	0	0	877
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	18.5	12.3	19.2	0.0	0.0	12.4
Incr Delay (d2), s/veh	9.6	0.0	4.6	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	0.6	7.1	0.0	0.0	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.1	12.3	23.8	0.0	0.0	12.6
LnGrp LOS	C	B	C	A	A	B
Approach Vol, veh/h	684			508	183	
Approach Delay, s/veh	26.6			23.8	12.6	
Approach LOS	C			C	B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	34.5		32.4		34.5
Change Period (Y+Rc), s	6.0		5.0		6.0
Max Green Setting (Gmax), s	35.0		35.0		35.0
Max Q Clear Time (g_c+I1), s	26.6		25.3		6.7
Green Ext Time (p_c), s	1.9		2.1		0.9

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	255	65	100	35	10	172
Future Volume (vph)	255	65	100	35	10	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	6%		1%			-4%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.965			
Flt Protected	0.950					0.997
Satd. Flow (prot)	1717	1567	1577	0	0	1758
Flt Permitted	0.950					0.997
Satd. Flow (perm)	1717	1567	1577	0	0	1758
Link Speed (mph)	30		40			40
Link Distance (ft)	146		870			216
Travel Time (s)	3.3		14.8			3.7
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	2%	0%	9%	20%	10%	6%
Adj. Flow (vph)	359	92	141	49	14	242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	359	92	190	0	0	256
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.05	1.05	1.02	1.02
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	12.9

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	255	65	100	35	10	172
Future Vol, veh/h	255	65	100	35	10	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	6	-	1	-	-	-4
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	2	0	9	20	10	6
Mvmt Flow	359	92	141	49	14	242

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	436	166	0	0	190	0
Stage 1	166	-	-	-	-	-
Stage 2	270	-	-	-	-	-
Critical Hdwy	7.62	6.8	-	-	4.2	-
Critical Hdwy Stg 1	6.62	-	-	-	-	-
Critical Hdwy Stg 2	6.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.29	-
Pot Cap-1 Maneuver	499	859	-	-	1337	-
Stage 1	817	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	493	859	-	-	1337	-
Mov Cap-2 Maneuver	493	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	709	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	25.5	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	1337	-	493	859	-	-
HCM Lane V/C Ratio	0.011	-	0.729	0.107	-	-
HCM Control Delay (s)	7.7	0	29.5	9.7	-	-
HCM Lane LOS	A	A	D	A	-	-
HCM 95th %tile Q(veh)	0	-	5.9	0.4	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	309	0	0	256	95	266
Future Volume (vph)	309	0	0	256	95	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	12	12
Grade (%)	5%			-5%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.900	
Flt Protected					0.987	
Satd. Flow (prot)	1841	0	0	1891	1658	0
Flt Permitted					0.987	
Satd. Flow (perm)	1841	0	0	1891	1658	0
Link Speed (mph)	25			25	30	
Link Distance (ft)	322			301	733	
Travel Time (s)	8.8			8.2	16.7	
Confl. Peds. (#/hr)		5	5		5	5
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	4%	0%	0%	3%	1%	0%
Adj. Flow (vph)	381	0	0	316	117	328
Shared Lane Traffic (%)						
Lane Group Flow (vph)	381	0	0	316	445	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.97	0.97	1.02	1.02
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	14.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	309	0	0	256	95	266
Future Vol, veh/h	309	0	0	256	95	266
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	3	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	4	0	0	3	1	0
Mvmt Flow	381	0	0	316	117	328

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	702	386
Stage 1	-	-	-	-	381	-
Stage 2	-	-	-	-	321	-
Critical Hdwy	-	-	-	-	7.01	6.5
Critical Hdwy Stg 1	-	-	-	-	6.01	-
Critical Hdwy Stg 2	-	-	-	-	6.01	-
Follow-up Hdwy	-	-	-	-	3.509	3.3
Pot Cap-1 Maneuver	-	0	0	-	361	645
Stage 1	-	0	0	-	650	-
Stage 2	-	0	0	-	699	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	359	642
Mov Cap-2 Maneuver	-	-	-	-	359	-
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	696	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	37.6
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	532	-	-
HCM Lane V/C Ratio	0.838	-	-
HCM Control Delay (s)	37.6	-	-
HCM Lane LOS	E	-	-
HCM 95th %tile Q(veh)	8.6	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	309	285	137	214	0	0
Future Volume (vph)	309	285	137	214	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12
Grade (%)	5%			-5%	1%	
Storage Length (ft)		0	115		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			86		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.935					
Flt Protected			0.950			
Satd. Flow (prot)	1640	0	1788	1873	0	1890
Flt Permitted			0.950			
Satd. Flow (perm)	1640	0	1788	1873	0	1890
Link Speed (mph)	25			25	30	
Link Distance (ft)	240			322	1098	
Travel Time (s)	6.5			8.8	25.0	
Confl. Peds. (#/hr)		6	6		6	6
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	4%	0%	0%	4%	0%	0%
Adj. Flow (vph)	391	361	173	271	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	752	0	173	271	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.08	1.08	1.01	0.97	1.01	1.01
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

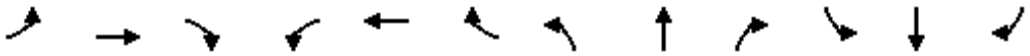
Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	309	285	137	214	0	0
Future Vol, veh/h	309	285	137	214	0	0
Conflicting Peds, #/hr	0	6	6	0	6	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	1	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	4	0	0	4	0	0
Mvmt Flow	391	361	173	271	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	758	0	-	584
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	862	-	0	507
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	858	-	-	502
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	858	-
HCM Lane V/C Ratio	-	-	-	0.202	-
HCM Control Delay (s)	0	-	-	10.3	-
HCM Lane LOS	A	-	-	B	-
HCM 95th %tile Q(veh)	-	-	-	0.8	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	339	16	108	106	0	30	0	255	0	0	0
Future Volume (vph)	0	339	16	108	106	0	30	0	255	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	10	12	12	15	15	15	12	12	12
Grade (%)		3%			-5%			0%			0%	
Storage Length (ft)	0		0	90		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.994						0.879				
Flt Protected				0.950				0.995				
Satd. Flow (prot)	0	1871	0	1676	1855	0	0	1762	0	0	1863	0
Flt Permitted				0.950				0.995				
Satd. Flow (perm)	0	1871	0	1676	1855	0	0	1762	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		436			240			931			449	
Travel Time (s)		11.9			6.5			25.4			12.2	
Confl. Peds. (#/hr)	1		6	5			6		5			1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	2%	2%	19%	3%	5%	2%	10%	2%	3%	2%	2%	2%
Adj. Flow (vph)	0	429	20	137	134	0	38	0	323	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	449	0	137	134	0	0	361	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.98	0.98	0.98	1.06	0.97	0.97	0.88	0.88	0.88	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

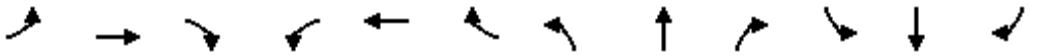
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	16.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	339	16	108	106	0	30	0	255	0	0	0
Future Vol, veh/h	0	339	16	108	106	0	30	0	255	0	0	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	2	2	19	3	5	2	10	2	3	2	2	2
Mvmt Flow	0	429	20	137	134	0	38	0	323	0	0	0
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	19.9	11.4	15	0
HCM LOS	C	B	B	-

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	0%	100%	0%	0%
Vol Thru, %	0%	95%	0%	100%	100%
Vol Right, %	89%	5%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	285	355	108	106	0
LT Vol	30	0	108	0	0
Through Vol	0	339	0	106	0
RT Vol	255	16	0	0	0
Lane Flow Rate	361	449	137	134	0
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.548	0.688	0.256	0.233	0
Departure Headway (Hd)	5.465	5.509	6.736	6.262	6.702
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	657	656	532	572	0
Service Time	3.517	3.554	4.493	4.019	4.794
HCM Lane V/C Ratio	0.549	0.684	0.258	0.234	0
HCM Control Delay	15	19.9	11.8	10.9	9.8
HCM Lane LOS	B	C	B	B	N
HCM 95th-tile Q	3.3	5.4	1	0.9	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	329	2	18	118	0	14	0	26	0	0	0
Future Volume (vph)	0	329	2	18	118	0	14	0	26	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	15	15	12	15	12	12	12	12
Grade (%)		2%			-2%			0%			0%	
Storage Length (ft)	0		200	100		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.913				
Flt Protected				0.950				0.983				
Satd. Flow (prot)	0	2009	1567	1787	1991	0	0	1839	0	0	1863	0
Flt Permitted				0.950				0.983				
Satd. Flow (perm)	0	2009	1567	1787	1991	0	0	1839	0	0	1863	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		694			436			213			302	
Travel Time (s)		18.9			11.9			4.8			6.9	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	2%	3%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	416	3	23	149	0	18	0	33	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	416	3	23	149	0	0	51	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	1.01	0.99	0.87	0.87	1.00	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	329	2	18	118	0	14	0	26	0	0	0
Future Vol, veh/h	0	329	2	18	118	0	14	0	26	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	200	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	3	2	2	6	2	2	2	2	2	2	2
Mvmt Flow	0	416	3	23	149	0	18	0	33	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	149	0	0	419	0	0	611	611	416	613	614	149
Stage 1	-	-	-	-	-	-	416	416	-	195	195	-
Stage 2	-	-	-	-	-	-	195	195	-	418	419	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1432	-	-	1140	-	-	406	409	637	405	407	898
Stage 1	-	-	-	-	-	-	614	592	-	807	739	-
Stage 2	-	-	-	-	-	-	807	739	-	612	590	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1432	-	-	1140	-	-	400	401	637	378	399	898
Mov Cap-2 Maneuver	-	-	-	-	-	-	400	401	-	378	399	-
Stage 1	-	-	-	-	-	-	614	592	-	807	724	-
Stage 2	-	-	-	-	-	-	791	724	-	580	590	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.1	8.9	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	980	1432	-	-	1140	-	-	-
HCM Lane V/C Ratio	0.052	-	-	-	0.02	-	-	-
HCM Control Delay (s)	8.9	0	-	-	8.2	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	-



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	331	132	0
Future Volume (vph)	0	0	0	331	132	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	15	15
Grade (%)	0%			3%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1999	2001	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1999	2001	0
Link Speed (mph)	30			25	25	
Link Distance (ft)	964			491	694	
Travel Time (s)	21.9			13.4	18.9	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	2%	2%	2%	3%	6%	2%
Adj. Flow (vph)	0	0	0	419	167	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	419	167	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.90	0.90	0.86	0.86
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	331	132	0
Future Vol, veh/h	0	0	0	331	132	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	3	-3	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	3	6	2
Mvmt Flow	0	0	0	419	167	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	586	167	167	0	-	0
Stage 1	167	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	473	877	1411	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	473	877	1411	-	-	-
Mov Cap-2 Maneuver	473	-	-	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	664	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1411	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	487		964			375
Travel Time (s)	11.1		21.9			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	429		375			357
Travel Time (s)	9.8		8.5			8.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

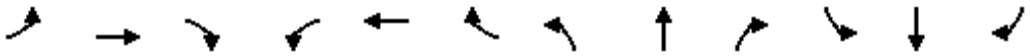
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1224	0	0	510	2	0	0	0	18	0	25
Future Volume (vph)	5	1224	0	0	510	2	0	0	0	18	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	12	12	12	12	15	12
Grade (%)		-1%			4%			-8%			0%	
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999						0.922	
Flt Protected											0.979	
Satd. Flow (prot)	0	3372	0	0	2920	0	0	1937	1937	0	1850	0
Flt Permitted											0.979	
Satd. Flow (perm)	0	3372	0	0	2920	0	0	1937	1937	0	1850	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		641			961			568			129	
Travel Time (s)		9.7			14.6			12.9			2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	4%	2%	2%	13%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	5	1330	0	0	554	2	0	0	0	20	0	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1335	0	0	556	0	0	0	0	0	47	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.12	1.12	1.12	0.95	0.95	0.95	1.00	0.88	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

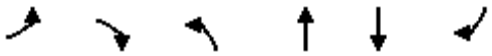
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	5	1224	0	0	510	2	0	0	0	18	0	25
Future Vol, veh/h	5	1224	0	0	510	2	0	0	0	18	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	4	-	-	-8	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	4	2	2	13	2	2	2	2	2	2	2
Mvmt Flow	5	1330	0	0	554	2	0	0	0	20	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	556	0	0	1330	0	0	1617	1896	665	1230	1895	278
Stage 1	-	-	-	-	-	-	1340	1340	-	555	555	-
Stage 2	-	-	-	-	-	-	277	556	-	675	1340	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.94	4.94	6.14	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	4.94	3.94	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.94	3.94	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1011	-	-	515	-	-	141	160	467	134	69	719
Stage 1	-	-	-	-	-	-	292	398	-	484	511	-
Stage 2	-	-	-	-	-	-	798	654	-	410	220	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1011	-	-	515	-	-	134	157	467	132	68	719
Mov Cap-2 Maneuver	-	-	-	-	-	-	134	157	-	132	68	-
Stage 1	-	-	-	-	-	-	286	390	-	475	511	-
Stage 2	-	-	-	-	-	-	768	654	-	402	216	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	22.6
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1011	-	-	515	-	-	251
HCM Lane V/C Ratio	-	-	0.005	-	-	-	-	-	0.186
HCM Control Delay (s)	0	0	8.6	0.1	-	0	-	-	22.6
HCM Lane LOS	A	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	-	0	-	-	0	-	-	0.7



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	93	60	475	339	11
Future Volume (vph)	13	93	60	475	339	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Grade (%)	-4%			-4%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.882				0.996	
Flt Protected	0.994			0.994		
Satd. Flow (prot)	1756	0	0	1830	1768	0
Flt Permitted	0.994			0.994		
Satd. Flow (perm)	1756	0	0	1830	1768	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	380			540	375	
Travel Time (s)	8.6			12.3	8.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	15	104	67	534	381	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	119	0	0	601	393	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.93	0.93	1.02	1.02	1.07	1.07
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

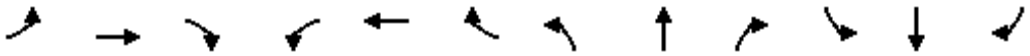
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	93	60	475	339	11
Future Vol, veh/h	13	93	60	475	339	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-4	-	-	-4	3	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	15	104	67	534	381	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1055	387	393	0	-	0
Stage 1	387	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Critical Hdwy	5.6	5.8	4.1	-	-	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	219	695	1177	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	193	695	1177	-	-	-
Mov Cap-2 Maneuver	193	-	-	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	596	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1177	-	595	-	-
HCM Lane V/C Ratio	0.057	-	0.2	-	-
HCM Control Delay (s)	8.2	0	12.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	8	3	15	3	2	7	520	15	5	385	11
Future Volume (vph)	1	8	3	15	3	2	7	520	15	5	385	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)		-8%			-3%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.988			0.996			0.996	
Flt Protected		0.996			0.963			0.999			0.999	
Satd. Flow (prot)	0	1780	0	0	1713	0	0	1812	0	0	1788	0
Flt Permitted		0.996			0.963			0.999			0.999	
Satd. Flow (perm)	0	1780	0	0	1713	0	0	1812	0	0	1788	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		267			338			126			244	
Travel Time (s)		6.1			7.7			2.9			5.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	2%	2%	9%
Adj. Flow (vph)	1	9	3	17	3	2	8	598	17	6	443	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	22	0	0	623	0	0	462	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.07	1.07	1.07	1.02	1.02	1.02	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

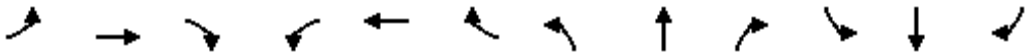
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	8	3	15	3	2	7	520	15	5	385	11
Future Vol, veh/h	1	8	3	15	3	2	7	520	15	5	385	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-8	-	-	-3	-	-	-4	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	2	2	9
Mvmt Flow	1	9	3	17	3	2	8	598	17	6	443	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1087	1093	450	1091	1091	607	456	0	0	615	0	0
Stage 1	462	462	-	623	623	-	-	-	-	-	-	-
Stage 2	625	631	-	468	468	-	-	-	-	-	-	-
Critical Hdwy	5.5	4.9	5.4	6.5	5.9	5.9	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	4.5	3.9	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.5	3.9	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	217	351	678	233	260	526	1115	-	-	965	-	-
Stage 1	717	698	-	529	534	-	-	-	-	-	-	-
Stage 2	628	632	-	626	610	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	208	344	678	224	255	526	1115	-	-	965	-	-
Mov Cap-2 Maneuver	208	344	-	224	255	-	-	-	-	-	-	-
Stage 1	709	692	-	523	528	-	-	-	-	-	-	-
Stage 2	614	625	-	610	605	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.6	21.4	0.1	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1115	-	-	388	242	965	-	-
HCM Lane V/C Ratio	0.007	-	-	0.036	0.095	0.006	-	-
HCM Control Delay (s)	8.3	0	-	14.6	21.4	8.8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	8	4	162	23	15	3	393	149	27	264	6
Future Volume (vph)	4	8	4	162	23	15	3	393	149	27	264	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)		-10%			1%			-4%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.990			0.963			0.997	
Flt Protected		0.988			0.961						0.995	
Satd. Flow (prot)	0	1674	0	0	1656	0	0	1761	0	0	1763	0
Flt Permitted		0.988			0.961						0.995	
Satd. Flow (perm)	0	1674	0	0	1656	0	0	1761	0	0	1763	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		384			403			244			1071	
Travel Time (s)		8.7			9.2			5.5			24.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	12%	0%	1%	0%	7%	0%	3%	1%	0%	2%	0%
Adj. Flow (vph)	4	9	4	180	26	17	3	437	166	30	293	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	223	0	0	606	0	0	330	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.10	1.10	1.10	1.02	1.02	1.02	1.07	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	14.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	8	4	162	23	15	3	393	149	27	264	6
Future Vol, veh/h	4	8	4	162	23	15	3	393	149	27	264	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-10	-	-	1	-	-	-4	-	-	3	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	12	0	1	0	7	0	3	1	0	2	0
Mvmt Flow	4	9	4	180	26	17	3	437	166	30	293	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	905	966	297	889	886	520	300	0	0	603	0	0
Stage 1	357	357	-	526	526	-	-	-	-	-	-	-
Stage 2	548	609	-	363	360	-	-	-	-	-	-	-
Critical Hdwy	5.1	4.62	5.2	7.31	6.7	6.37	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	4.1	3.62	-	6.31	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.1	3.62	-	6.31	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.108	3.3	3.509	4	3.363	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	429	419	811	252	272	539	1273	-	-	984	-	-
Stage 1	811	745	-	522	517	-	-	-	-	-	-	-
Stage 2	711	659	-	645	618	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	373	402	811	239	261	539	1273	-	-	984	-	-
Mov Cap-2 Maneuver	373	402	-	239	261	-	-	-	-	-	-	-
Stage 1	808	717	-	520	515	-	-	-	-	-	-	-
Stage 2	652	656	-	610	595	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.3	72.5	0	0.8
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1273	-	-	450	252	984	-	-
HCM Lane V/C Ratio	0.003	-	-	0.04	0.882	0.03	-	-
HCM Control Delay (s)	7.8	0	-	13.3	72.5	8.8	0	-
HCM Lane LOS	A	A	-	B	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	7.5	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	93	8	263	121	0	209
Future Volume (vph)	93	8	263	121	0	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Grade (%)	7%		-10%			4%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.989		0.957			
Flt Protected	0.956					
Satd. Flow (prot)	1660	0	1774	0	0	1886
Flt Permitted	0.956					
Satd. Flow (perm)	1660	0	1774	0	0	1886
Link Speed (mph)	30		30			30
Link Distance (ft)	502		1071			320
Travel Time (s)	11.4		24.3			7.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	5%	2%	0%	2%
Adj. Flow (vph)	106	9	299	138	0	238
Shared Lane Traffic (%)						
Lane Group Flow (vph)	115	0	437	0	0	238
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	0.98	0.98	0.98	0.98
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	93	8	263	121	0	209
Future Vol, veh/h	93	8	263	121	0	209
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	7	-	-10	-	-	4
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	0	5	2	0	2
Mvmt Flow	106	9	299	138	0	238

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	606	368	0	0	437	0
Stage 1	368	-	-	-	-	-
Stage 2	238	-	-	-	-	-
Critical Hdwy	7.81	6.9	-	-	4.1	-
Critical Hdwy Stg 1	6.81	-	-	-	-	-
Critical Hdwy Stg 2	6.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	365	635	-	-	1134	-
Stage 1	609	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	365	635	-	-	1134	-
Mov Cap-2 Maneuver	365	-	-	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	733	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.6	0	0
HCM LOS	C		

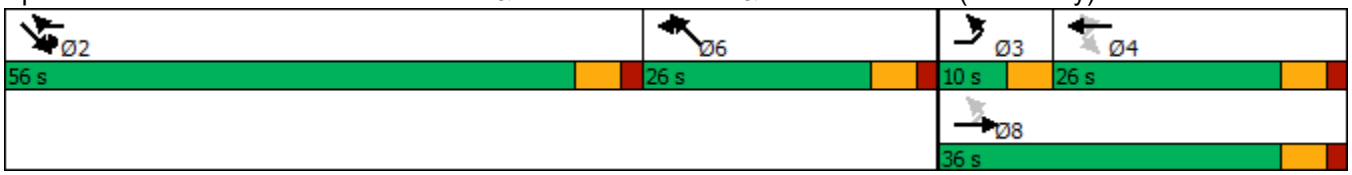
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	378	1134	-
HCM Lane V/C Ratio	-	-	0.304	-	-
HCM Control Delay (s)	-	-	18.6	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.3	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	130	5	28	101	346	439	19	4	1	45	18
Future Volume (vph)	0	130	5	28	101	346	439	19	4	1	45	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	13	11	12	12	12	14	14	14
Grade (%)		-5%			0%			0%			-4%	
Storage Length (ft)	0		0	0		60	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.995				0.850		0.999			0.961	
Flt Protected					0.989			0.955			0.999	
Satd. Flow (prot)	0	1899	0	0	1942	1501	0	1796	0	0	1957	0
Flt Permitted					0.915			0.955			0.999	
Satd. Flow (perm)	0	1899	0	0	1795	1501	0	1796	0	0	1957	0
Right Turn on Red			No			No			No			Yes
Satd. Flow (RTOR)											15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		502			183			594			399	
Travel Time (s)		11.4			4.2			13.5			9.1	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	0%	4%	1%	0%	0%	0%	2%	0%
Adj. Flow (vph)	0	134	5	29	104	357	453	20	4	1	46	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	139	0	0	133	357	0	477	0	0	66	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.96	0.96	1.04	1.00	1.00	1.00	0.89	0.89	0.89
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83	35	20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5	-5	0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5	-5	0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40	40	20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	3	8			4	2	2	2		6	6	
Permitted Phases	8			4		4						
Detector Phase	3	8		4	4	2	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	10.0	36.0		26.0	26.0	56.0	56.0	56.0		26.0	26.0	
Total Split (%)	8.5%	30.5%		22.0%	22.0%	47.5%	47.5%	47.5%		22.0%	22.0%	
Maximum Green (s)	6.0	30.0		20.0	20.0	50.0	50.0	50.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0	3.0	3.0	3.0		2.0	2.0	
Recall Mode	None	None		Max	Max	None	None	None		None	None	
v/c Ratio		0.30			0.24	0.30		0.72			0.31	
Control Delay		25.1			24.6	3.9		25.7			30.8	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		25.1			24.6	3.9		25.7			30.8	
Queue Length 50th (ft)		46			44	41		174			21	
Queue Length 95th (ft)		114			110	84		288			64	
Internal Link Dist (ft)		422			103			514			319	
Turn Bay Length (ft)						60						
Base Capacity (vph)		865			545	1464		1333			605	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.16			0.24	0.24		0.36			0.11	

Intersection Summary	
Area Type:	Other
Cycle Length: 118	
Actuated Cycle Length: 68.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 17: Memorial Drive & Bradhurst Avenue & NYS Route 141 (Broadway)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	130	5	28	101	346	439	19	4	1	45	18
Future Volume (veh/h)	0	130	5	28	101	346	439	19	4	1	45	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2067	2067	2067	1976	1976	1841	1900	1900	1900	2108	2108	2108
Adj Flow Rate, veh/h	0	134	5	29	104	357	453	20	4	1	46	19
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	0	4	0	0	0	2	2	2
Cap, veh/h	33	550	21	157	518	1013	557	25	5	2	77	32
Arrive On Green	0.00	0.33	0.33	0.33	0.33	0.33	0.32	0.32	0.32	0.06	0.06	0.06
Sat Flow, veh/h	0	1979	74	261	1584	1555	1720	76	15	30	1396	577
Grp Volume(v), veh/h	0	0	139	133	0	357	477	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln	0	0	2053	1846	0	1555	1811	0	0	2003	0	0
Q Serve(g_s), s	0.0	0.0	5.7	0.0	0.0	6.4	14.8	0.0	0.0	2.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	5.7	3.0	0.0	6.4	14.8	0.0	0.0	2.0	0.0	0.0
Prop In Lane	0.00		0.04	0.22		1.00	0.95		0.01	0.02		0.29
Lane Grp Cap(c), veh/h	0	0	0	675	0	1013	586	0	0	110	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.20	0.00	0.35	0.81	0.00	0.00	0.60	0.00	0.00
Avail Cap(c_a), veh/h	0	0	0	675	0	1013	1480	0	0	655	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	14.9	0.0	4.8	19.0	0.0	0.0	28.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.7	0.0	1.0	2.8	0.0	0.0	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.3	0.0	4.2	6.0	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	15.5	0.0	5.8	21.8	0.0	0.0	30.2	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		139			490			477			66	
Approach Delay, s/veh		0.0			8.4			21.8			30.2	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	25.8	26.0	9.4	26.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	50.0	20.0	20.0	30.0
Max Q Clear Time (g_c+I1), s	16.8	8.4	4.0	7.7
Green Ext Time (p_c), s	3.0	1.0	0.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	360	227	149	475	0	0
Future Volume (vph)	360	227	149	475	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	15	15
Grade (%)	-1%			-2%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.948					
Flt Protected				0.988		
Satd. Flow (prot)	1775	0	0	2046	0	2132
Flt Permitted				0.988		
Satd. Flow (perm)	1775	0	0	2046	0	2132
Link Speed (mph)	30			30	30	
Link Distance (ft)	183			641	431	
Travel Time (s)	4.2			14.6	9.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	6%	0%	0%
Adj. Flow (vph)	400	252	166	528	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	652	0	0	694	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.84	0.84	0.86	0.86
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	360	227	149	475	0	0
Future Vol, veh/h	360	227	149	475	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-2	-4	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	6	0	0
Mvmt Flow	400	252	166	528	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	652	0	-	526
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	5.8
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.3
Pot Cap-1 Maneuver	-	-	935	-	0	589
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	935	-	-	589
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	935	-
HCM Lane V/C Ratio	-	-	-	0.177	-
HCM Control Delay (s)	0	-	-	9.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.6	-

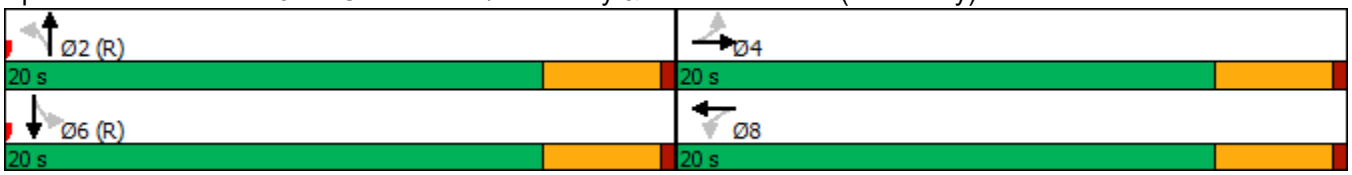
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	310	28	17	362	17	182	12	79	22	2	80
Future Volume (vph)	22	310	28	17	362	17	182	12	79	22	2	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	16	16	16	16	16	16
Grade (%)		1%			-5%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.990			0.994			0.961			0.896	
Flt Protected		0.997			0.998			0.968			0.989	
Satd. Flow (prot)	0	1876	0	0	1874	0	0	1961	0	0	1833	0
Flt Permitted		0.961			0.977			0.729			0.909	
Satd. Flow (perm)	0	1809	0	0	1835	0	0	1477	0	0	1684	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			7			62			90	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		641			362			242			222	
Travel Time (s)		14.6			8.2			5.5			5.0	
Confl. Peds. (#/hr)			1	1					2	2		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	14%	2%	0%	6%	6%	18%	1%	0%	1%	0%	0%	4%
Adj. Flow (vph)	25	348	31	19	407	19	204	13	89	25	2	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	404	0	0	445	0	0	306	0	0	117	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.85	0.85	0.85	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.55			0.60			0.49			0.16	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		12.5			13.6			10.3			3.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.5			13.6			10.3			3.9	
Queue Length 50th (ft)		63			72			37			4	
Queue Length 95th (ft)		121			136			83			23	
Internal Link Dist (ft)		561			282			162			142	
Turn Bay Length (ft)												
Base Capacity (vph)		730			738			628			727	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.55			0.60			0.49			0.16	

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 40
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 40
Control Type: Pretimed

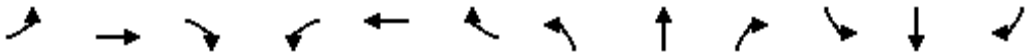
Splits and Phases: 19: W Cross Street/Broadway & NYS Route 141 (Broadway)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	310	28	17	362	17	182	12	79	22	2	80
Future Volume (veh/h)	22	310	28	17	362	17	182	12	79	22	2	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1939	1939	2087	2087	2087	1970	1970	1970	1952	1952	1952
Adj Flow Rate, veh/h	25	348	31	19	407	19	204	13	89	25	2	90
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	6	6	6	0	0	0	0	0	0
Cap, veh/h	115	669	57	108	768	35	522	57	176	191	69	502
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	50	1673	143	34	1920	87	930	142	440	205	171	1254
Grp Volume(v), veh/h	404	0	0	445	0	0	306	0	0	117	0	0
Grp Sat Flow(s),veh/h/ln	1866	0	0	2041	0	0	1511	0	0	1630	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0	6.6	0.0	0.0	5.7	0.0	0.0	1.8	0.0	0.0
Prop In Lane	0.06		0.08	0.04		0.04	0.67		0.29	0.21		0.77
Lane Grp Cap(c), veh/h	842	0	0	910	0	0	755	0	0	761	0	0
V/C Ratio(X)	0.48	0.00	0.00	0.49	0.00	0.00	0.41	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	842	0	0	910	0	0	755	0	0	761	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	0.0	0.0	9.2	0.0	0.0	8.8	0.0	0.0	7.7	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	1.9	0.0	0.0	1.6	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.0	2.6	0.0	0.0	1.7	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.1	0.0	0.0	11.0	0.0	0.0	10.4	0.0	0.0	8.2	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		404			445			306			117	
Approach Delay, s/veh		11.1			11.0			10.4			8.2	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.0	20.0	20.0	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	16.0	16.0	16.0
Max Q Clear Time (g_c+I1), s	7.7	8.4	3.8	8.6
Green Ext Time (p_c), s	1.1	1.4	0.4	1.5

Intersection Summary	
HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	2	6	8	0	49	0	1145	84	1	504	0
Future Volume (vph)	1	2	6	8	0	49	0	1145	84	1	504	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	11	11	11	11	11	11
Grade (%)		4%			-10%			0%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.905			0.885			0.990				
Flt Protected		0.995			0.993							
Satd. Flow (prot)	0	1900	0	0	1753	0	0	3301	0	0	3050	0
Flt Permitted		0.995			0.993							
Satd. Flow (perm)	0	1900	0	0	1753	0	0	3301	0	0	3050	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		196			421			1159			795	
Travel Time (s)		4.5			9.6			17.6			12.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	15%	0%
Adj. Flow (vph)	1	2	7	9	0	53	0	1245	91	1	548	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	62	0	0	1336	0	0	549	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.87	0.87	0.87	0.94	0.94	0.94	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	2	6	8	0	49	0	1145	84	1	504	0
Future Vol, veh/h	1	2	6	8	0	49	0	1145	84	1	504	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	-10	-	-	0	-	-	-1	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	0	15	0
Mvmt Flow	1	2	7	9	0	53	0	1245	91	1	548	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1173	1886	274	1568	1841	668	548	0	0	1336	0	0
Stage 1	550	550	-	1291	1291	-	-	-	-	-	-	-
Stage 2	623	1336	-	277	550	-	-	-	-	-	-	-
Critical Hdwy	8.3	7.3	7.3	5.5	4.5	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.3	6.3	-	4.5	3.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.3	6.3	-	4.5	3.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	115	47	708	183	212	488	1032	-	-	523	-	-
Stage 1	435	459	-	360	483	-	-	-	-	-	-	-
Stage 2	388	167	-	830	705	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	102	47	708	175	211	488	1032	-	-	523	-	-
Mov Cap-2 Maneuver	102	47	-	175	211	-	-	-	-	-	-	-
Stage 1	435	458	-	360	483	-	-	-	-	-	-	-
Stage 2	346	167	-	816	703	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31	16	0	0
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1032	-	-	148	390	523	-	-
HCM Lane V/C Ratio	-	-	-	0.066	0.159	0.002	-	-
HCM Control Delay (s)	0	-	-	31	16	11.9	0	-
HCM Lane LOS	A	-	-	D	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	989	41	39	496	169	240
Future Volume (vph)	989	41	39	496	169	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Grade (%)	1%			0%	-7%	
Storage Length (ft)		0	0		0	60
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		1.00		1.00	
Frt	0.994					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3284	0	1694	1625	1814	1655
Flt Permitted			0.181		0.950	
Satd. Flow (perm)	3284	0	323	1625	1809	1655
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	9					166
Link Speed (mph)	45			45	30	
Link Distance (ft)	1261			641	366	
Travel Time (s)	19.1			9.7	8.3	
Confl. Peds. (#/hr)		1	1		1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	5%	3%	13%	3%	1%
Adj. Flow (vph)	1137	47	45	570	194	276
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1184	0	45	570	194	276
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.05	1.05	1.04	1.04	0.96	0.96
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	20.0		9.0	20.0	20.0	20.0
Total Split (s)	91.0		9.0	100.0	20.0	20.0
Total Split (%)	75.8%		7.5%	83.3%	16.7%	16.7%
Maximum Green (s)	86.0		4.0	95.0	15.0	15.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Min		None	C-Min	Min	Min
v/c Ratio	0.53		0.14	0.46	0.68	0.69
Control Delay	20.5		5.3	7.4	59.1	27.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	20.5		5.3	7.4	59.1	27.6
Queue Length 50th (ft)	326		8	144	143	78
Queue Length 95th (ft)	390		19	228	205	157
Internal Link Dist (ft)	1181			561	286	
Turn Bay Length (ft)						60
Base Capacity (vph)	2414		317	1291	292	406
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.49		0.14	0.44	0.66	0.68

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 21: Skyline Drive & NYS Route 9A



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	989	41	39	496	169	240
Future Volume (veh/h)	989	41	39	496	169	240
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1820	1820	1856	1707	2130	2160
Adj Flow Rate, veh/h	1137	47	45	570	194	276
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	5	5	3	13	3	1
Cap, veh/h	2450	101	380	1352	254	229
Arrive On Green	0.72	0.72	0.03	0.79	0.13	0.13
Sat Flow, veh/h	3475	140	1767	1707	2029	1831
Grp Volume(v), veh/h	581	603	45	570	194	276
Grp Sat Flow(s),veh/h/ln	1729	1795	1767	1707	2029	1831
Q Serve(g_s), s	16.7	16.8	0.7	12.5	11.1	15.0
Cycle Q Clear(g_c), s	16.7	16.8	0.7	12.5	11.1	15.0
Prop In Lane		0.08	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1252	1300	380	1352	254	229
V/C Ratio(X)	0.46	0.46	0.12	0.42	0.76	1.21
Avail Cap(c_a), veh/h	1252	1300	393	1352	254	229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.9	6.9	5.0	3.9	50.8	52.5
Incr Delay (d2), s/veh	1.1	1.0	0.1	1.0	13.0	126.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	5.5	0.2	3.2	6.6	14.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.0	7.9	5.1	4.9	63.8	179.0
LnGrp LOS	A	A	A	A	E	F
Approach Vol, veh/h	1184			615	470	
Approach Delay, s/veh	7.9			4.9	131.4	
Approach LOS	A			A	F	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.1	91.9				100.0	20.0
Change Period (Y+Rc), s	5.0	5.0				5.0	5.0
Max Green Setting (Gmax), s	4.0	86.0				95.0	15.0
Max Q Clear Time (g_c+I1), s	2.7	18.8				14.5	17.0
Green Ext Time (p_c), s	0.0	9.3				3.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

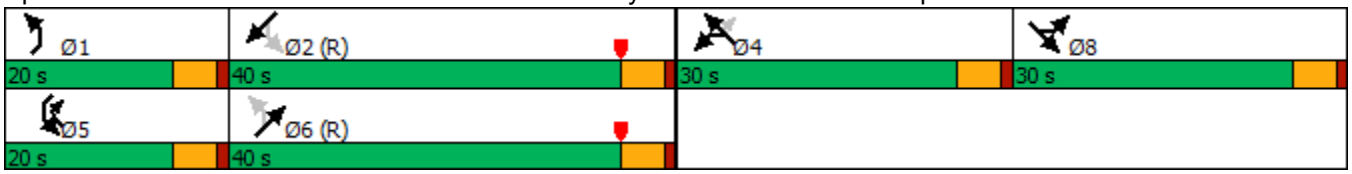
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	249	16	37	42	10	28	274	734	49	53	550	80
Future Volume (vph)	249	16	37	42	10	28	274	734	49	53	550	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	11	11	11	11	11	11
Grade (%)		5%			-9%			-1%			-1%	
Storage Length (ft)	150		0	100		60	230		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00				0.99						
Frt		0.963				0.850		0.991			0.981	
Flt Protected	0.950	0.969		0.950	0.969		0.950			0.950		
Satd. Flow (prot)	1560	1533	0	1732	1767	1631	1754	3258	0	1719	3042	0
Flt Permitted	0.950	0.969		0.950	0.969		0.266			0.320		
Satd. Flow (perm)	1558	1531	0	1732	1767	1610	491	3258	0	579	3042	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				64		6			13	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		211			341			3169			1261	
Travel Time (s)		4.8			7.8			48.0			19.1	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	7%	2%	2%	15%	0%
Adj. Flow (vph)	283	18	42	48	11	32	311	834	56	60	625	91
Shared Lane Traffic (%)	39%			39%								
Lane Group Flow (vph)	173	170	0	29	30	32	311	890	0	60	716	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.13	1.13	1.13	0.99	0.99	0.99	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template												
Leading Detector (ft)	35	83		35	83	35	35	83		35	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4	5	1	6		5	2	
Permitted Phases						4	6			2		
Detector Phase	8	8		4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	20.0	20.0	40.0		20.0	40.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%	16.7%	16.7%	33.3%		16.7%	33.3%	
Maximum Green (s)	25.0	25.0		25.0	25.0	15.0	15.0	35.0		15.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
v/c Ratio	0.76	0.72		0.30	0.30	0.15	0.54	0.45		0.17	0.51	
Control Delay	68.5	61.8		61.6	61.7	2.6	12.3	15.8		13.4	29.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	68.5	61.8		61.6	61.7	2.6	12.3	15.8		13.4	29.9	
Queue Length 50th (ft)	136	124		23	24	0	87	196		19	207	
Queue Length 95th (ft)	201	188		54	55	4	161	300		m45	301	
Internal Link Dist (ft)		131			261			3089			1181	
Turn Bay Length (ft)	150			100		60	230			150		
Base Capacity (vph)	325	328		360	368	333	579	1994		478	1392	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.53	0.52		0.08	0.08	0.10	0.54	0.45		0.13	0.51	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: NYS Route 9A & 1824 Drwy/SMRP NB On/Off Ramps



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	249	16	37	42	10	28	274	734	49	53	550	80
Future Volume (veh/h)	249	16	37	42	10	28	274	734	49	53	550	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1753	1753	1753	2254	2254	2254	1939	1834	1834	1909	1714	1714
Adj Flow Rate, veh/h	335	0	0	56	0	32	311	834	56	60	625	91
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	7	7	2	15	15
Cap, veh/h	400	210	0	169	0	144	575	2114	142	455	1690	246
Arrive On Green	0.12	0.00	0.00	0.04	0.00	0.04	0.08	0.64	0.64	0.04	0.59	0.59
Sat Flow, veh/h	3339	1753	0	4293	0	1896	1847	3314	223	1818	2853	415
Grp Volume(v), veh/h	335	0	0	56	0	32	311	438	452	60	356	360
Grp Sat Flow(s),veh/h/ln	1669	1753	0	2147	0	1896	1847	1743	1794	1818	1628	1640
Q Serve(g_s), s	11.8	0.0	0.0	1.5	0.0	1.9	7.5	14.6	14.6	1.5	13.7	13.8
Cycle Q Clear(g_c), s	11.8	0.0	0.0	1.5	0.0	1.9	7.5	14.6	14.6	1.5	13.7	13.8
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.12	1.00		0.25
Lane Grp Cap(c), veh/h	400	210	0	169	0	144	575	1112	1145	455	965	971
V/C Ratio(X)	0.84	0.00	0.00	0.33	0.00	0.22	0.54	0.39	0.39	0.13	0.37	0.37
Avail Cap(c_a), veh/h	696	365	0	894	0	464	655	1112	1145	616	965	971
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84
Uniform Delay (d), s/veh	51.7	0.0	0.0	56.1	0.0	52.2	8.7	10.5	10.5	9.0	12.8	12.8
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.4	0.0	0.3	0.3	1.1	1.0	0.0	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	0.8	0.0	0.9	2.6	5.3	5.5	0.6	4.8	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	0.0	0.0	56.5	0.0	52.5	8.9	11.6	11.5	9.0	13.7	13.7
LnGrp LOS	D	A	A	E	A	D	A	B	B	A	B	B
Approach Vol, veh/h		335			88			1201			776	
Approach Delay, s/veh		53.5			55.0			10.9			13.3	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.8	76.1		9.7	9.3	81.6		19.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	35.0		25.0	15.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	9.5	15.8		3.9	3.5	16.6		13.8				
Green Ext Time (p_c), s	0.3	3.5		0.1	0.0	4.4		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	170	53	984	66	8	655
Future Volume (vph)	170	53	984	66	8	655
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		-5%			5%
Storage Length (ft)	0	210		260	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950					0.999
Satd. Flow (prot)	1841	1663	3407	1539	0	3008
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1841	1663	3407	1539	0	3008
Link Speed (mph)	30		45			45
Link Distance (ft)	390		1407			3169
Travel Time (s)	8.9		21.3			48.0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	1%	0%	5%	4%	12%	13%
Adj. Flow (vph)	207	65	1200	80	10	799
Shared Lane Traffic (%)						
Lane Group Flow (vph)	207	65	1200	80	0	809
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.01	1.01	1.08	1.08
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	21.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	170	53	984	66	8	655
Future Vol, veh/h	170	53	984	66	8	655
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	210	-	260	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-6	-	-5	-	-	5
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	1	0	5	4	12	13
Mvmt Flow	207	65	1200	80	10	799

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1620	600	0	0	1200	0
Stage 1	1200	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Critical Hdwy	5.62	6.3	-	-	4.34	-
Critical Hdwy Stg 1	4.62	-	-	-	-	-
Critical Hdwy Stg 2	4.62	-	-	-	-	-
Follow-up Hdwy	3.51	3.3	-	-	2.32	-
Pot Cap-1 Maneuver	~ 163	496	-	-	524	-
Stage 1	373	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 157	496	-	-	524	-
Mov Cap-2 Maneuver	~ 157	-	-	-	-	-
Stage 1	360	-	-	-	-	-
Stage 2	729	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 84	0	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	157	496	524	-
HCM Lane V/C Ratio	-	-	1.32	0.13	0.019	-
HCM Control Delay (s)	-	-	$ 237.2	13.3	12	0.2
HCM Lane LOS	-	-	F	B	B	A
HCM 95th %tile Q(veh)	-	-	12.5	0.4	0.1	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

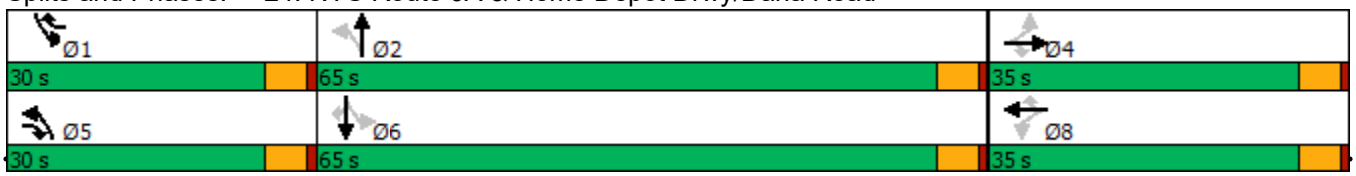
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	39	128	178	27	155	159	769	27	129	588	64
Future Volume (vph)	100	39	128	178	27	155	159	769	27	129	588	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		5%			-6%			2%			-2%	
Storage Length (ft)	0		240	0		210	260		0	140		260
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor		1.00				0.99						
Frt			0.850			0.850		0.995				0.850
Flt Protected		0.965			0.958		0.950			0.950		
Satd. Flow (prot)	0	1775	1559	0	1797	1546	1710	3275	0	1647	3147	1577
Flt Permitted		0.590			0.631		0.279			0.190		
Satd. Flow (perm)	0	1084	1559	0	1183	1524	502	3275	0	329	3147	1577
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			147			85		4				74
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		782			1110			1260			1407	
Travel Time (s)		17.8			30.3			19.1			21.3	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	1%	0%	1%	1%	0%	4%	1%	5%	4%	7%	12%	0%
Adj. Flow (vph)	115	45	147	205	31	178	183	884	31	148	676	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	147	0	236	178	183	915	0	148	676	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.01	1.01	1.01	1.06	1.06	1.06	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83		35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Detector Phase	4	4	5	8	8	1	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0	5.0	8.0	8.0	5.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	13.0	13.0	10.0	35.0	35.0	10.0	10.0	28.0		10.0	15.0	15.0
Total Split (s)	35.0	35.0	30.0	35.0	35.0	30.0	30.0	65.0		30.0	65.0	65.0
Total Split (%)	26.9%	26.9%	23.1%	26.9%	26.9%	23.1%	23.1%	50.0%		23.1%	50.0%	50.0%
Maximum Green (s)	30.0	30.0	25.0	30.0	30.0	25.0	25.0	60.0		25.0	60.0	60.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	5.0		2.0	5.0	5.0
Recall Mode	None	None	None	Ped	Ped	None	None	Min		None	Min	Min
Walk Time (s)				7.0	7.0			7.0				
Flash Dont Walk (s)				23.0	23.0			16.0				
Pedestrian Calls (#/hr)				2	2			0				
v/c Ratio		0.43	0.17		0.59	0.25	0.47	0.71		0.53	0.57	0.12
Control Delay		30.0	3.0		34.0	9.1	14.0	25.7		17.3	24.0	4.9
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		30.0	3.0		34.0	9.1	14.0	25.7		17.3	24.0	4.9
Queue Length 50th (ft)		69	0		108	27	48	219		38	154	0
Queue Length 95th (ft)		147	30		217	74	77	282		63	209	24
Internal Link Dist (ft)		702			1030			1180			1327	
Turn Bay Length (ft)			240			210	260			140		260
Base Capacity (vph)		368	1107		402	988	616	2230		553	2141	1096
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.43	0.13		0.59	0.18	0.30	0.41		0.27	0.32	0.07

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 89.1
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

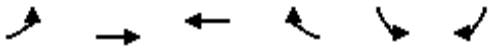
Splits and Phases: 24: NYS Route 9A & Home Depot Drwy/Dana Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	39	128	178	27	155	159	769	27	129	588	64
Future Volume (veh/h)	100	39	128	178	27	155	159	769	27	129	588	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1753	1753	1738	2136	2136	2076	1862	1802	1802	1874	1799	1979
Adj Flow Rate, veh/h	115	45	147	205	31	178	183	884	31	148	676	74
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	1	0	0	4	1	5	5	7	12	0
Cap, veh/h	74	16	658	81	1	761	397	1305	46	322	1274	625
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.09	0.39	0.39	0.07	0.37	0.37
Sat Flow, veh/h	0	46	1470	0	2	1756	1773	3375	118	1784	3417	1677
Grp Volume(v), veh/h	160	0	147	236	0	178	183	448	467	148	676	74
Grp Sat Flow(s),veh/h/ln	46	0	1470	2	0	1756	1773	1712	1781	1784	1709	1677
Q Serve(g_s), s	0.0	0.0	5.1	0.0	0.0	5.3	5.2	18.2	18.2	4.2	12.9	2.4
Cycle Q Clear(g_c), s	30.0	0.0	5.1	30.0	0.0	5.3	5.2	18.2	18.2	4.2	12.9	2.4
Prop In Lane	0.72		1.00	0.87		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	91	0	658	81	0	761	397	662	689	322	1274	625
V/C Ratio(X)	1.77	0.00	0.22	2.91	0.00	0.23	0.46	0.68	0.68	0.46	0.53	0.12
Avail Cap(c_a), veh/h	91	0	658	81	0	761	772	1231	1281	724	2457	1206
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	14.2	41.5	0.0	14.9	14.9	21.3	21.3	16.2	20.4	17.2
Incr Delay (d2), s/veh	385.7	0.0	0.1	890.0	0.0	0.1	0.3	2.6	2.5	0.4	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	0.0	1.7	21.7	0.0	2.1	1.8	6.9	7.2	1.5	4.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	422.1	0.0	14.2	931.5	0.0	15.0	15.2	23.8	23.7	16.6	21.2	17.3
LnGrp LOS	F	A	B	F	A	B	B	C	C	B	C	B
Approach Vol, veh/h		307			414			1098			898	
Approach Delay, s/veh		226.8			537.4			22.4			20.1	
Approach LOS		F			F			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	37.3		35.0	12.3	36.1		35.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	25.0	60.0		30.0	25.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	6.2	20.2		32.0	7.2	14.9		32.0				
Green Ext Time (p_c), s	0.2	12.1		0.0	0.2	10.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	123.2
HCM 6th LOS	F



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	128	26	80	47	24	78
Future Volume (vph)	128	26	80	47	24	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	12	12
Grade (%)		0%	-3%		0%	
Storage Length (ft)	0			0	135	0
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.950			0.850
Flt Protected		0.960			0.950	
Satd. Flow (prot)	0	1797	1916	0	1492	1615
Flt Permitted		0.960			0.950	
Satd. Flow (perm)	0	1797	1916	0	1492	1615
Link Speed (mph)		25	25		25	
Link Distance (ft)		187	218		301	
Travel Time (s)		5.1	5.9		8.2	
Confl. Peds. (#/hr)	23			23		
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	1%	4%	8%	9%	21%	0%
Adj. Flow (vph)	180	37	113	66	34	110
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	217	179	0	34	110
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.83	0.83	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

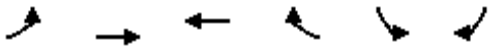
Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	128	26	80	47	24	78
Future Vol, veh/h	128	26	80	47	24	78
Conflicting Peds, #/hr	23	0	0	23	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	135	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-3	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	1	4	8	9	21	0
Mvmt Flow	180	37	113	66	34	110

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	202	0	-	0	566	169
Stage 1	-	-	-	-	169	-
Stage 2	-	-	-	-	397	-
Critical Hdwy	4.11	-	-	-	6.61	6.2
Critical Hdwy Stg 1	-	-	-	-	5.61	-
Critical Hdwy Stg 2	-	-	-	-	5.61	-
Follow-up Hdwy	2.209	-	-	-	3.689	3.3
Pot Cap-1 Maneuver	1376	-	-	-	455	880
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1350	-	-	-	378	863
Mov Cap-2 Maneuver	-	-	-	-	378	-
Stage 1	-	-	-	-	693	-
Stage 2	-	-	-	-	628	-

Approach	EB	WB	SB
HCM Control Delay, s	6.7	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1350	-	-	-	378	863
HCM Lane V/C Ratio	0.134	-	-	-	0.089	0.127
HCM Control Delay (s)	8.1	0	-	-	15.5	9.8
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.5	-	-	-	0.3	0.4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	39	10	100	25	12	272
Future Volume (vph)	39	10	100	25	12	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-1%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.973		0.871	
Flt Protected		0.962			0.998	
Satd. Flow (prot)	0	1776	1858	0	1638	0
Flt Permitted		0.962			0.998	
Satd. Flow (perm)	0	1776	1858	0	1638	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		265	229		218	
Travel Time (s)		7.2	6.2		5.9	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	3%	0%	0%	0%	0%	3%
Adj. Flow (vph)	47	12	120	30	14	328
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	59	150	0	342	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	10	100	25	12	272
Future Vol, veh/h	39	10	100	25	12	272
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	3	0	0	0	0	3
Mvmt Flow	47	12	120	30	14	328
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.5	8.7	9
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	80%	0%	4%
Vol Thru, %	20%	80%	0%
Vol Right, %	0%	20%	96%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	49	125	284
LT Vol	39	0	12
Through Vol	10	100	0
RT Vol	0	25	272
Lane Flow Rate	59	151	342
Geometry Grp	1	1	1
Degree of Util (X)	0.082	0.19	0.365
Departure Headway (Hd)	4.986	4.549	3.837
Convergence, Y/N	Yes	Yes	Yes
Cap	718	788	941
Service Time	3.02	2.58	1.852
HCM Lane V/C Ratio	0.082	0.192	0.363
HCM Control Delay	8.5	8.7	9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.7	1.7

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	32	175	76	246	102	17
Future Volume (vph)	32	175	76	246	102	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Grade (%)	4%			-4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.886				0.980	
Flt Protected				0.988	0.959	
Satd. Flow (prot)	1628	0	0	1872	1931	0
Flt Permitted				0.988	0.959	
Satd. Flow (perm)	1628	0	0	1872	1931	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1110			104	652	
Travel Time (s)	30.3			2.8	17.8	
Confl. Peds. (#/hr)					1	1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	3%	1%	0%	3%	2%	0%
Adj. Flow (vph)	39	213	93	300	124	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	252	0	0	393	145	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized

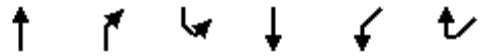
Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	32	175	76	246	102	17
Future Vol, veh/h	32	175	76	246	102	17
Conflicting Peds, #/hr	0	0	0	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	-4	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	1	0	3	2	0
Mvmt Flow	39	213	93	300	124	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	252	0	633	147
Stage 1	-	-	-	-	146	-
Stage 2	-	-	-	-	487	-
Critical Hdwy	-	-	4.1	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1325	-	444	905
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	618	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1325	-	406	904
Mov Cap-2 Maneuver	-	-	-	-	406	-
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	617	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	17.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	441	-	-	1325	-
HCM Lane V/C Ratio	0.329	-	-	0.07	-
HCM Control Delay (s)	17.1	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.4	-	-	0.2	-



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	213	180	16	133	155	22
Future Volume (vph)	213	180	16	133	155	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-1%	10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.938				0.983	
Flt Protected				0.995	0.958	
Satd. Flow (prot)	1670	0	0	1788	1677	0
Flt Permitted				0.995	0.958	
Satd. Flow (perm)	1670	0	0	1788	1677	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	410			565	400	
Travel Time (s)	7.0			9.6	9.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	9%	4%	0%	7%	1%	4%
Adj. Flow (vph)	229	194	17	143	167	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	423	0	0	160	191	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.07	1.07
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	5.3

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	213	180	16	133	155	22
Future Vol, veh/h	213	180	16	133	155	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-1	10	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	4	0	7	1	4
Mvmt Flow	229	194	17	143	167	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	423	0	503	326
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	177	-
Critical Hdwy	-	-	4.1	-	8.41	7.24
Critical Hdwy Stg 1	-	-	-	-	7.41	-
Critical Hdwy Stg 2	-	-	-	-	7.41	-
Follow-up Hdwy	-	-	2.2	-	3.509	3.336
Pot Cap-1 Maneuver	-	-	1147	-	401	649
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	776	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1147	-	395	649
Mov Cap-2 Maneuver	-	-	-	-	395	-
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	776	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.9	20.8
HCM LOS			C

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1147	-	415
HCM Lane V/C Ratio	-	-	0.015	-	0.459
HCM Control Delay (s)	-	-	8.2	0	20.8
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0	-	2.3

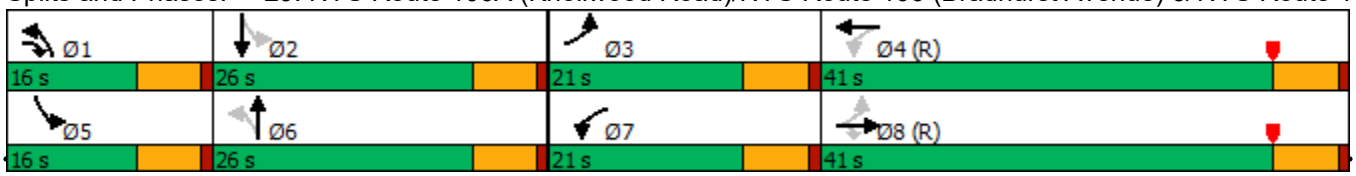
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	586	233	53	491	29	198	139	50	67	147	193
Future Volume (vph)	119	586	233	53	491	29	198	139	50	67	147	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	10	11	11
Grade (%)		7%			-5%			-2%			3%	
Storage Length (ft)	230		0	115		0	290		0	160		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.98	1.00	1.00			0.99		1.00		
Frt			0.850		0.992			0.960			0.915	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1635	1755	1492	1788	1774	0	1678	1717	0	1627	1600	0
Flt Permitted	0.204			0.207			0.163			0.628		
Satd. Flow (perm)	351	1755	1460	390	1774	0	288	1717	0	1073	1600	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			240		3			16			56	
Link Speed (mph)		40			35			30			30	
Link Distance (ft)		434			857			659			593	
Travel Time (s)		7.4			16.7			15.0			13.5	
Confl. Peds. (#/hr)	3		1	1		3			2	2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	1%	1%	0%	5%	7%	5%	9%	0%	2%	4%	3%
Adj. Flow (vph)	123	604	240	55	506	30	204	143	52	69	152	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	604	240	55	536	0	204	195	0	69	351	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.01	1.01	1.01	1.03	0.99	0.99	1.11	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template												
Leading Detector (ft)	35	83	35	35	83		35	83		35	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

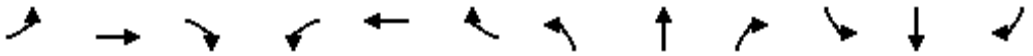
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Detector Phase	3	8	1	7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	16.0	11.0	11.0	16.0		11.0	16.0		11.0	16.0	
Total Split (s)	21.0	41.0	16.0	21.0	41.0		16.0	26.0		16.0	26.0	
Total Split (%)	20.2%	39.4%	15.4%	20.2%	39.4%		15.4%	25.0%		15.4%	25.0%	
Maximum Green (s)	15.0	35.0	10.0	15.0	35.0		10.0	20.0		10.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	
v/c Ratio	0.43	0.78	0.27	0.21	0.76		0.91	0.47		0.21	1.00	
Control Delay	16.9	34.4	2.2	13.9	35.8		70.8	37.2		25.4	83.9	
Queue Delay	0.0	11.6	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.9	46.1	2.2	13.9	35.8		70.8	37.2		25.4	83.9	
Queue Length 50th (ft)	39	346	0	17	300		100	105		31	202	
Queue Length 95th (ft)	69	#557	33	36	#496		#240	183		63	#391	
Internal Link Dist (ft)		354			777			579			513	
Turn Bay Length (ft)	230			115			290			160		
Base Capacity (vph)	374	776	900	409	708		224	418		362	352	
Starvation Cap Reductn	0	154	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.33	0.97	0.27	0.13	0.76		0.91	0.47		0.19	1.00	

Intersection Summary

Area Type: Other
Cycle Length: 104
Actuated Cycle Length: 104
Offset: 67 (64%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 29: NYS Route 100A (Knollwood Road)/NYS Route 100 (Bradhurst Avenue) & NYS Route 100C (Grassl

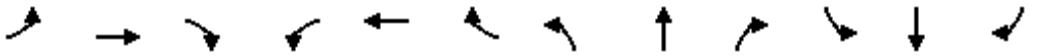




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	586	233	53	491	29	198	139	50	67	147	193
Future Volume (veh/h)	119	586	233	53	491	29	198	139	50	67	147	193
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1567	1597	1597	2097	2022	2022	1904	1844	1844	1817	1788	1788
Adj Flow Rate, veh/h	123	604	240	55	506	30	204	143	52	69	152	199
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	1	1	0	5	5	5	9	9	2	4	4
Cap, veh/h	314	691	714	229	782	46	244	315	114	318	135	177
Arrive On Green	0.07	0.43	0.43	0.05	0.41	0.41	0.10	0.24	0.24	0.04	0.19	0.19
Sat Flow, veh/h	1492	1597	1348	1997	1889	112	1813	1288	469	1731	701	918
Grp Volume(v), veh/h	123	604	240	55	0	536	204	0	195	69	0	351
Grp Sat Flow(s),veh/h/ln	1492	1597	1348	1997	0	2001	1813	0	1757	1731	0	1619
Q Serve(g_s), s	4.9	35.9	10.6	1.6	0.0	22.3	9.2	0.0	9.8	3.3	0.0	20.0
Cycle Q Clear(g_c), s	4.9	35.9	10.6	1.6	0.0	22.3	9.2	0.0	9.8	3.3	0.0	20.0
Prop In Lane	1.00		1.00	1.00		0.06	1.00		0.27	1.00		0.57
Lane Grp Cap(c), veh/h	314	691	714	229	0	828	244	0	429	318	0	311
V/C Ratio(X)	0.39	0.87	0.34	0.24	0.00	0.65	0.84	0.00	0.45	0.22	0.00	1.13
Avail Cap(c_a), veh/h	429	691	714	421	0	828	244	0	429	408	0	311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.2	26.9	14.0	21.5	0.0	24.4	30.8	0.0	33.4	31.7	0.0	42.0
Incr Delay (d2), s/veh	0.3	13.5	1.2	0.2	0.0	3.9	20.8	0.0	0.3	0.1	0.0	89.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	15.3	3.2	0.7	0.0	11.0	5.4	0.0	4.2	1.4	0.0	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	40.4	15.2	21.7	0.0	28.3	51.6	0.0	33.7	31.8	0.0	131.9
LnGrp LOS	B	D	B	C	A	C	D	A	C	C	A	F
Approach Vol, veh/h		967			591			399			420	
Approach Delay, s/veh		31.3			27.7			42.8			115.5	
Approach LOS		C			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	26.0	13.0	49.0	10.6	31.4	11.0	51.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	20.0	15.0	35.0	10.0	20.0	15.0	35.0
Max Q Clear Time (g_c+I1), s	11.2	22.0	6.9	24.3	5.3	11.8	3.6	37.9
Green Ext Time (p_c), s	0.0	0.0	0.1	1.4	0.0	0.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.2
HCM 6th LOS	D



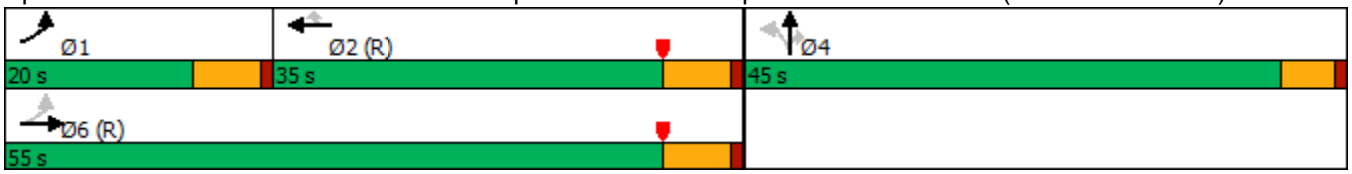
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	624	0	0	727	155	233	2	314	0	0	0
Future Volume (vph)	84	624	0	0	727	155	233	2	314	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		5%			-7%			4%			6%	
Storage Length (ft)	325		0	0		135	0		325	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	86			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt						0.850			0.850			
Flt Protected	0.950							0.953				
Satd. Flow (prot)	1643	3451	0	0	3593	1655	0	1723	1583	0	0	0
Flt Permitted	0.292							0.953				
Satd. Flow (perm)	505	3451	0	0	3593	1619	0	1723	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						132			196			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		444			434			670			395	
Travel Time (s)		7.6			7.4			15.2			9.0	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	4%	1%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	87	643	0	0	749	160	240	2	324	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	643	0	0	749	160	0	242	324	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.13	1.03	1.03	0.96	0.96	0.96	1.03	1.03	1.03	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template							Left					
Leading Detector (ft)	35	83			83	35	20	83	35			
Trailing Detector (ft)	-5	-5			-5	-5	0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5	-5	0	-5	-5			
Detector 1 Size(ft)	40	40			40	40	20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		43			43			43				
Detector 2 Size(ft)		40			40			40				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				

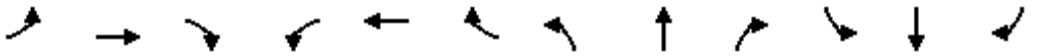
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			4				
Permitted Phases	6					2	4		4			
Detector Phase	1	6			2	2	4	4	4			
Switch Phase												
Minimum Initial (s)	2.0	2.0			2.0	2.0	4.0	4.0	4.0			
Minimum Split (s)	8.0	8.0			8.0	8.0	9.0	9.0	9.0			
Total Split (s)	20.0	55.0			35.0	35.0	45.0	45.0	45.0			
Total Split (%)	20.0%	55.0%			35.0%	35.0%	45.0%	45.0%	45.0%			
Maximum Green (s)	14.0	49.0			29.0	29.0	40.0	40.0	40.0			
Yellow Time (s)	5.0	5.0			5.0	5.0	4.0	4.0	4.0			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0	6.0		5.0	5.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.0	0.2			0.2	0.2	4.0	4.0	4.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
v/c Ratio	0.21	0.28			0.37	0.16		0.64	0.65			
Control Delay	5.3	4.5			14.6	4.5		42.3	19.1			
Queue Delay	0.0	0.0			0.3	0.0		0.0	0.0			
Total Delay	5.3	4.5			14.9	4.5		42.3	19.1			
Queue Length 50th (ft)	11	49			136	8		140	70			
Queue Length 95th (ft)	m20	63			227	48		198	146			
Internal Link Dist (ft)		364			354			590			315	
Turn Bay Length (ft)	325					135			325			
Base Capacity (vph)	497	2312			2032	972		689	750			
Starvation Cap Reductn	0	0			633	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.18	0.28			0.54	0.16		0.35	0.43			

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 30: SBP NB Off-Ramp/SBP NB On-Ramp & NYS Route 100C (Grasslands Road)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	624	0	0	727	155	233	2	314	0	0	0
Future Volume (veh/h)	84	624	0	0	727	155	233	2	314	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1753	1723	0	0	2115	2160	1806	1806	1806			
Adj Flow Rate, veh/h	87	643	0	0	749	160	240	2	324			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	2	0	0	4	1	0	0	0			
Cap, veh/h	383	2074	0	0	2147	977	438	4	393			
Arrive On Green	0.04	0.63	0.00	0.00	0.53	0.53	0.26	0.26	0.26			
Sat Flow, veh/h	1669	3360	0	0	4125	1829	1706	14	1530			
Grp Volume(v), veh/h	87	643	0	0	749	160	242	0	324			
Grp Sat Flow(s),veh/h/ln	1669	1637	0	0	2010	1829	1720	0	1530			
Q Serve(g_s), s	2.2	9.0	0.0	0.0	10.7	4.5	12.2	0.0	20.0			
Cycle Q Clear(g_c), s	2.2	9.0	0.0	0.0	10.7	4.5	12.2	0.0	20.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	383	2074	0	0	2147	977	442	0	393			
V/C Ratio(X)	0.23	0.31	0.00	0.00	0.35	0.16	0.55	0.00	0.83			
Avail Cap(c_a), veh/h	551	2074	0	0	2147	977	688	0	612			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.50	0.50	1.00	0.00	1.00			
Uniform Delay (d), s/veh	9.7	8.4	0.0	0.0	13.3	11.9	32.2	0.0	35.1			
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.0	0.2	0.2	1.5	0.0	6.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	2.8	0.0	0.0	4.5	1.7	5.2	0.0	8.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	8.8	0.0	0.0	13.6	12.1	33.7	0.0	42.0			
LnGrp LOS	A	A	A	A	B	B	C	A	D			
Approach Vol, veh/h		730			909			566				
Approach Delay, s/veh		8.9			13.3			38.4				
Approach LOS		A			B			D				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	9.9	59.4		30.7		69.3			
Change Period (Y+Rc), s	6.0	6.0		5.0		6.0			
Max Green Setting (Gmax), s	4.0	29.0		40.0		49.0			
Max Q Clear Time (g_c+I1), s	4.2	12.7		22.0		11.0			
Green Ext Time (p_c), s	0.1	0.6		3.7		0.5			

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	170	69	0	1456	642	318
Future Volume (vph)	170	69	0	1456	642	318
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-2%			2%	-5%	
Storage Length (ft)	0	90	0			235
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00					
Frt		0.850				0.850
Flt Protected	0.950					
Satd. Flow (prot)	1823	1615	0	3539	3524	1655
Flt Permitted	0.950					
Satd. Flow (perm)	1822	1615	0	3539	3524	1655
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		79				353
Link Speed (mph)	30			40	40	
Link Distance (ft)	326			294	397	
Travel Time (s)	7.4			5.0	6.8	
Confl. Peds. (#/hr)	1					
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	1%	5%	0%
Adj. Flow (vph)	195	79	0	1674	738	366
Shared Lane Traffic (%)						
Lane Group Flow (vph)	195	79	0	1674	738	366
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.97	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	1
Detector Template						
Leading Detector (ft)	35	35		83	83	35
Trailing Detector (ft)	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				43	43	
Detector 2 Size(ft)				40	40	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm		NA	NA	Free
Protected Phases	8			6	2	
Permitted Phases		8		6	2	Free
Detector Phase	8	8		6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0		2.0	2.0	
Minimum Split (s)	10.0	10.0		8.0	8.0	
Total Split (s)	35.0	35.0		65.0	65.0	
Total Split (%)	35.0%	35.0%		65.0%	65.0%	
Maximum Green (s)	30.0	30.0		59.0	59.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0		0.2	0.2	
Recall Mode	None	None		C-Max	C-Max	
v/c Ratio	0.70	0.25		0.64	0.28	0.22
Control Delay	53.4	10.0		3.9	3.7	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	53.4	10.0		3.9	3.7	0.3
Queue Length 50th (ft)	120	0		111	48	0
Queue Length 95th (ft)	175	35		118	82	0
Internal Link Dist (ft)	246			214	317	
Turn Bay Length (ft)		90				235
Base Capacity (vph)	546	539		2610	2599	1655
Starvation Cap Reductn	0	0		9	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.36	0.15		0.64	0.28	0.22

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 31: NYS Route 100C (Grasslands Road) & SBP SB On/Off Ramps





Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (veh/h)	170	69	0	1456	642	318
Future Volume (veh/h)	170	69	0	1456	642	318
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1979	1964	0	1862	2022	2097
Adj Flow Rate, veh/h	195	79	0	1674	738	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	1	0	1	5	0
Cap, veh/h	237	209	0	2704	2936	
Arrive On Green	0.13	0.13	0.00	0.76	0.76	0.00
Sat Flow, veh/h	1884	1664	0	3723	3942	1777
Grp Volume(v), veh/h	195	79	0	1674	738	0
Grp Sat Flow(s),veh/h/ln	1884	1664	0	1769	1921	1777
Q Serve(g_s), s	10.1	4.4	0.0	21.2	5.6	0.0
Cycle Q Clear(g_c), s	10.1	4.4	0.0	21.2	5.6	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	237	209	0	2704	2936	
V/C Ratio(X)	0.82	0.38	0.00	0.62	0.25	
Avail Cap(c_a), veh/h	565	499	0	2704	2936	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.77	1.00	0.00
Uniform Delay (d), s/veh	42.6	40.1	0.0	5.3	3.4	0.0
Incr Delay (d2), s/veh	2.8	0.4	0.0	0.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	1.8	0.0	5.4	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.4	40.6	0.0	6.1	3.6	0.0
LnGrp LOS	D	D	A	A	A	
Approach Vol, veh/h	274			1674	738	A
Approach Delay, s/veh	44.0			6.1	3.6	
Approach LOS	D			A	A	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	82.4				82.4	17.6
Change Period (Y+Rc), s	6.0				6.0	5.0
Max Green Setting (Gmax), s	59.0				59.0	30.0
Max Q Clear Time (g_c+I1), s	7.6				23.2	12.1
Green Ext Time (p_c), s	0.6				1.8	0.5

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Notes

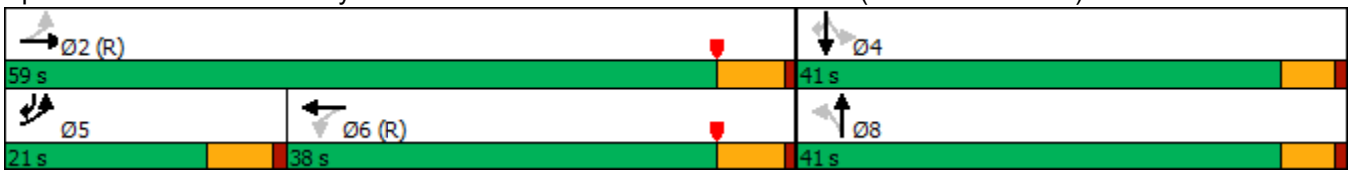
Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.

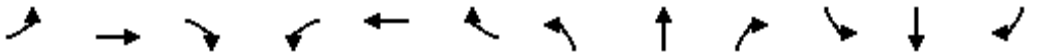
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	1244	1	6	620	85	2	0	3	209	0	69
Future Volume (vph)	24	1244	1	6	620	85	2	0	3	209	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12	15	15	15	13	13	13
Grade (%)		0%			1%			0%			-5%	
Storage Length (ft)	130		0	70		0	0		0	0		90
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	86			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt					0.982			0.919				0.850
Flt Protected	0.950			0.950				0.980			0.950	
Satd. Flow (prot)	1612	3574	0	1676	3333	0	0	1569	0	0	1856	1694
Flt Permitted	0.274			0.155				0.914			0.754	
Satd. Flow (perm)	465	3574	0	273	3333	0	0	1463	0	0	1473	1694
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					16			98				53
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		423			294			305			416	
Travel Time (s)		7.2			5.0			6.9			11.3	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	12%	1%	0%	0%	5%	12%	50%	0%	0%	3%	0%	1%
Adj. Flow (vph)	28	1447	1	7	721	99	2	0	3	243	0	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	1448	0	7	820	0	0	5	0	0	243	80
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.10	1.01	1.01	0.88	0.88	0.88	0.93	0.93	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template							Left			Left		
Leading Detector (ft)	35	83		35	83		20	83		20	83	35
Trailing Detector (ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40		20	40		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Minimum Split (s)	8.0	8.0		8.0	8.0		7.0	7.0		7.0	7.0	8.0
Total Split (s)	21.0	59.0		38.0	38.0		41.0	41.0		41.0	41.0	21.0
Total Split (%)	21.0%	59.0%		38.0%	38.0%		41.0%	41.0%		41.0%	41.0%	21.0%
Maximum Green (s)	15.0	53.0		32.0	32.0		36.0	36.0		36.0	36.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0			5.0	6.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	0.2	0.2		0.2	0.2		2.0	2.0		2.0	2.0	0.2
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	None
v/c Ratio	0.08	0.60		0.04	0.41			0.01			0.78	0.15
Control Delay	7.5	11.0		7.5	7.1			0.0			53.3	10.1
Queue Delay	0.0	0.0		0.0	0.2			0.0			0.0	0.0
Total Delay	7.5	11.0		7.5	7.3			0.0			53.3	10.1
Queue Length 50th (ft)	5	234		2	116			0			147	12
Queue Length 95th (ft)	17	353		m7	151			0			199	37
Internal Link Dist (ft)		343			214			225			336	
Turn Bay Length (ft)	130			70								90
Base Capacity (vph)	486	2421		163	2007			589			530	729
Starvation Cap Reductn	0	0		0	479			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.06	0.60		0.04	0.54			0.01			0.46	0.11

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 32: Taylor Road/Woods Road & NYS Route 100C (Grasslands Road)

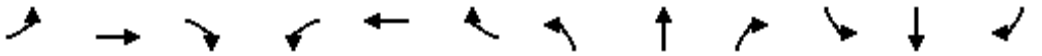




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1244	1	6	620	85	2	0	3	209	0	69
Future Volume (veh/h)	24	1244	1	6	620	85	2	0	3	209	0	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1885	1885	1894	1820	1820	1976	1976	1976	2181	2181	2165
Adj Flow Rate, veh/h	28	1447	1	7	721	99	2	0	3	243	0	80
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	12	1	1	0	5	5	0	0	0	0	0	1
Cap, veh/h	328	2200	2	198	1600	220	67	21	56	351	0	562
Arrive On Green	0.01	0.60	0.60	0.52	0.52	0.52	0.29	0.00	0.29	0.29	0.00	0.29
Sat Flow, veh/h	1640	3673	3	372	3054	419	56	73	193	958	0	1835
Grp Volume(v), veh/h	28	706	742	7	408	412	5	0	0	243	0	80
Grp Sat Flow(s),veh/h/ln	1640	1791	1885	372	1729	1744	322	0	0	958	0	1835
Q Serve(g_s), s	0.8	26.1	26.1	1.3	14.7	14.7	0.1	0.0	0.0	0.0	0.0	3.2
Cycle Q Clear(g_c), s	0.8	26.1	26.1	19.9	14.7	14.7	26.6	0.0	0.0	26.5	0.0	3.2
Prop In Lane	1.00		0.00	1.00		0.24	0.40		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	328	1072	1129	198	906	914	144	0	0	351	0	562
V/C Ratio(X)	0.09	0.66	0.66	0.04	0.45	0.45	0.03	0.00	0.00	0.69	0.00	0.14
Avail Cap(c_a), veh/h	549	1072	1129	198	906	914	251	0	0	464	0	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.4	13.3	13.3	22.3	14.8	14.8	28.0	0.0	0.0	34.5	0.0	25.2
Incr Delay (d2), s/veh	0.0	3.2	3.0	0.3	1.6	1.6	0.0	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	10.1	10.5	0.1	5.7	5.7	0.1	0.0	0.0	5.8	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	16.4	16.3	22.7	16.4	16.4	28.0	0.0	0.0	35.9	0.0	25.2
LnGrp LOS	B	B	B	C	B	B	C	A	A	D	A	C
Approach Vol, veh/h		1476			827			5			323	
Approach Delay, s/veh		16.3			16.5			28.0			33.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	65.9		34.1	7.5	58.4		34.1					
Change Period (Y+Rc), s	6.0		5.0	6.0	6.0		5.0					
Max Green Setting (Gmax), s	53.0		36.0	15.0	32.0		36.0					
Max Q Clear Time (g_c+I1), s	28.1		28.5	2.8	21.9		28.6					
Green Ext Time (p_c), s	0.8		0.6	0.0	0.5		0.0					

Intersection Summary												
HCM 6th Ctrl Delay		18.4										
HCM 6th LOS		B										



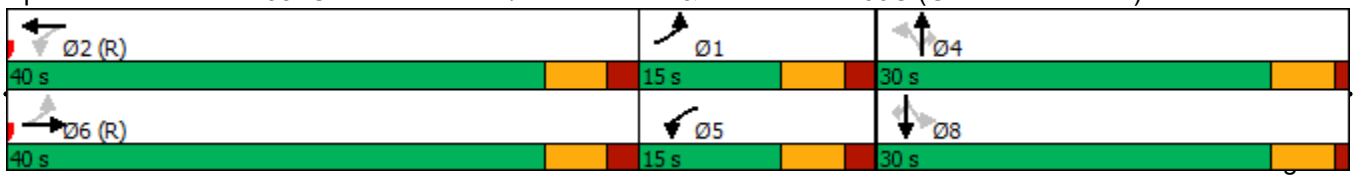
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	644	23	135	461	95	75	26	381	244	12	16
Future Volume (vph)	14	644	23	135	461	95	75	26	381	244	12	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	15
Grade (%)		3%			-2%			2%			0%	
Storage Length (ft)	230		0	255		0	0		190	100		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00				0.98
Frt		0.995			0.974				0.850			0.850
Flt Protected	0.950			0.950				0.964			0.955	
Satd. Flow (prot)	1778	1839	0	1753	1780	0	0	1800	1567	0	1781	1777
Flt Permitted	0.214			0.102				0.467			0.655	
Satd. Flow (perm)	401	1839	0	188	1780	0	0	871	1567	0	1221	1738
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			15				304			116
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		405			402			287			234	
Travel Time (s)		6.9			6.9			6.5			6.4	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	9%	4%	4%	10%	1%	0%	2%	2%	0%	0%
Adj. Flow (vph)	16	732	26	153	524	108	85	30	433	277	14	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	758	0	153	632	0	0	115	433	0	291	18
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	0.99	0.99	0.99	1.01	1.01	1.01	1.00	1.00	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	83
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	-5	-5
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43		43	43			43	43		43	43
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex

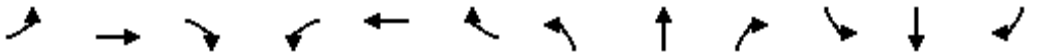
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.0	16.0		9.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	15.0	40.0		15.0	40.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	17.6%	47.1%		17.6%	47.1%		35.3%	35.3%	35.3%	35.3%	35.3%	35.3%
Maximum Green (s)	9.0	34.0		9.0	34.0		25.0	25.0	25.0	25.0	25.0	25.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
v/c Ratio	0.05	0.92		0.63	0.62			0.49	0.67		0.89	0.03
Control Delay	9.9	42.6		35.8	18.3			33.4	13.8		59.0	0.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	9.9	42.6		35.8	18.3			33.4	13.8		59.0	0.1
Queue Length 50th (ft)	4	~401		36	203			49	52		142	0
Queue Length 95th (ft)	11	#633		91	#484			99	142		#267	0
Internal Link Dist (ft)		325			322			207			154	
Turn Bay Length (ft)	230			255					190			
Base Capacity (vph)	367	824		280	1015			257	677		361	596
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.04	0.92		0.55	0.62			0.45	0.64		0.81	0.03

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 33: Clearbrook Road/Walker Road & NYS Route 100C (Grasslands Road)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	644	23	135	461	95	75	26	381	244	12	16
Future Volume (veh/h)	14	644	23	135	461	95	75	26	381	244	12	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1832	1832	1919	1919	1919	1876	1876	1847	1900	1900	1976
Adj Flow Rate, veh/h	16	732	26	153	524	108	85	30	0	277	14	18
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	1	1	4	4	4	0	0	2	0	0	0
Cap, veh/h	375	703	25	312	617	127	171	50		456	19	461
Arrive On Green	0.12	0.40	0.40	0.12	0.40	0.40	0.28	0.28	0.00	0.28	0.28	0.28
Sat Flow, veh/h	1759	1758	62	1827	1543	318	355	182	1565	1353	68	1672
Grp Volume(v), veh/h	16	0	758	153	0	632	115	0	0	291	0	18
Grp Sat Flow(s),veh/h/ln	1759	0	1821	1827	0	1861	536	0	1565	1422	0	1672
Q Serve(g_s), s	0.0	0.0	34.0	2.5	0.0	26.2	5.5	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	0.0	0.0	34.0	2.5	0.0	26.2	21.4	0.0	0.0	15.8	0.0	0.7
Prop In Lane	1.00		0.03	1.00		0.17	0.74		1.00	0.95		1.00
Lane Grp Cap(c), veh/h	375	0	728	312	0	745	221	0		474	0	461
V/C Ratio(X)	0.04	0.00	1.04	0.49	0.00	0.85	0.52	0.00		0.61	0.00	0.04
Avail Cap(c_a), veh/h	375	0	728	312	0	745	249	0		501	0	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	25.5	33.0	0.0	23.2	35.3	0.0	0.0	28.0	0.0	22.5
Incr Delay (d2), s/veh	0.0	0.0	44.4	0.4	0.0	11.6	0.7	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	22.1	2.8	0.0	12.7	2.3	0.0	0.0	5.5	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	0.0	69.9	33.4	0.0	34.8	36.0	0.0	0.0	29.4	0.0	22.6
LnGrp LOS	C	A	F	C	A	C	D	A		C	A	C
Approach Vol, veh/h		774			785			115	A		309	
Approach Delay, s/veh		69.0			34.5			36.0			29.0	
Approach LOS		E			C			D			C	

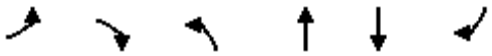
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.6	40.0		28.4	16.6	40.0		28.4				
Change Period (Y+Rc), s	6.0	6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s	9.0	34.0		25.0	9.0	34.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	28.2		23.4	4.5	36.0		17.8				
Green Ext Time (p_c), s	0.0	1.2		0.0	0.1	0.0		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	47.2
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

YEAR 2024 NO-BUILD TRAFFIC VOLUMES



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	33	440	3	204	450	374
Future Volume (vph)	33	440	3	204	450	374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	14
Grade (%)	0%			-1%	6%	
Storage Length (ft)	0	50	0			75
Storage Lanes	1	0	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.874					0.850
Flt Protected	0.997			0.999		
Satd. Flow (prot)	1637	0	0	3346	1691	1562
Flt Permitted	0.997			0.999		
Satd. Flow (perm)	1637	0	0	3346	1691	1562
Link Speed (mph)	30			30	30	
Link Distance (ft)	295			565	540	
Travel Time (s)	6.7			12.8	12.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	1%	33%	8%	9%	7%
Adj. Flow (vph)	36	484	3	224	495	411
Shared Lane Traffic (%)						
Lane Group Flow (vph)	520	0	0	227	495	411
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	0.96
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

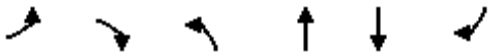
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	440	3	204	450	374
Future Vol, veh/h	33	440	3	204	450	374
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Yield
Storage Length	0	-	-	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-1	6	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	1	33	8	9	7
Mvmt Flow	36	484	3	224	495	411

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	613	-	495	0	-	0
Stage 1	495	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.645	-	4.595	-	-	-
Critical Hdwy Stg 1	5.445	-	-	-	-	-
Critical Hdwy Stg 2	5.845	-	-	-	-	-
Follow-up Hdwy	3.5285	-	2.5135	-	-	-
Pot Cap-1 Maneuver	438	0	901	-	-	-
Stage 1	609	0	-	-	-	-
Stage 2	892	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	436	-	901	-	-	-
Mov Cap-2 Maneuver	436	-	-	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	892	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	901	-	436	-	-
HCM Lane V/C Ratio	0.004	-	0.083	-	-
HCM Control Delay (s)	9	0	14	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	92	207	869	21
Future Volume (vph)	0	0	92	207	869	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	11	11	11	11
Grade (%)	7%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.997	
Flt Protected				0.985		
Satd. Flow (prot)	0	2017	0	1670	1730	0
Flt Permitted				0.985		
Satd. Flow (perm)	0	2017	0	1670	1730	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	707			851	724	
Travel Time (s)	16.1			14.5	12.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	5%	9%	6%	0%
Adj. Flow (vph)	0	0	103	233	976	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	336	1000	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.92	0.92	1.05	1.05	1.04	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

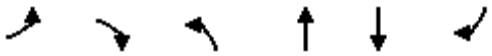
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	92	207	869	21
Future Vol, veh/h	0	0	92	207	869	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	7	-	-	1	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	5	9	6	0
Mvmt Flow	0	0	103	233	976	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	988	1000	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.15	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.245	-	-	-
Pot Cap-1 Maneuver	0	250	681	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	250	681	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	3.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	681	-	-	-	-
HCM Lane V/C Ratio	0.152	-	-	-	-
HCM Control Delay (s)	11.2	0	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-	-

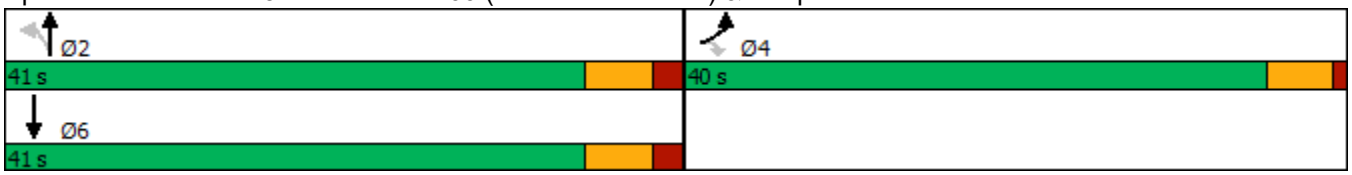


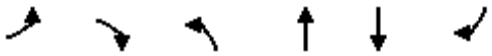
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	216	283	74	83	455	414
Future Volume (vph)	216	283	74	83	455	414
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	5%			2%	-1%	
Storage Length (ft)	115	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	86		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.936	
Flt Protected	0.950			0.977		
Satd. Flow (prot)	1709	1406	0	1362	1651	0
Flt Permitted	0.950			0.381		
Satd. Flow (perm)	1709	1406	0	531	1651	0
Right Turn on Red		Yes				No
Satd. Flow (RTOR)		245				
Link Speed (mph)	25			40	40	
Link Distance (ft)	301			870	851	
Travel Time (s)	8.2			14.8	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	12%	40%	22%	8%	1%
Adj. Flow (vph)	235	308	80	90	495	450
Shared Lane Traffic (%)						
Lane Group Flow (vph)	235	308	0	170	945	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	1	2	2	
Detector Template			Left			
Leading Detector (ft)	83	83	20	83	83	
Trailing Detector (ft)	-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	
Detector 2 Size(ft)	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	
Minimum Split (s)	10.0	10.0	16.0	16.0	16.0	
Total Split (s)	40.0	40.0	41.0	41.0	41.0	
Total Split (%)	49.4%	49.4%	50.6%	50.6%	50.6%	
Maximum Green (s)	35.0	35.0	35.0	35.0	35.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	3.0	3.0	3.0	
Recall Mode	None	None	Min	Min	Min	
v/c Ratio	0.63	0.62		0.54	0.96	
Control Delay	28.7	11.2		17.3	36.9	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	28.7	11.2		17.3	36.9	
Queue Length 50th (ft)	76	18		30	266	
Queue Length 95th (ft)	136	79		#133	#643	
Internal Link Dist (ft)	221			790	771	
Turn Bay Length (ft)	115					
Base Capacity (vph)	1017	935		316	982	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.23	0.33		0.54	0.96	

Intersection Summary	
Area Type:	Other
Cycle Length: 81	
Actuated Cycle Length: 59.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: NYS Route 100 (Bradhurst Avenue) & Hospital Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	216	283	74	83	455	414
Future Volume (veh/h)	216	283	74	83	455	414
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1708	1575	1550	1550	1819	1819
Adj Flow Rate, veh/h	235	308	80	90	495	450
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	12	22	22	8	8
Cap, veh/h	455	374	83	55	481	437
Arrive On Green	0.28	0.28	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1627	1335	0	100	878	798
Grp Volume(v), veh/h	235	308	170	0	0	945
Grp Sat Flow(s),veh/h/ln	1627	1335	100	0	0	1676
Q Serve(g_s), s	7.8	13.8	0.0	0.0	0.0	35.0
Cycle Q Clear(g_c), s	7.8	13.8	35.0	0.0	0.0	35.0
Prop In Lane	1.00	1.00	0.47			0.48
Lane Grp Cap(c), veh/h	455	374	137	0	0	918
V/C Ratio(X)	0.52	0.82	1.24	0.00	0.00	1.03
Avail Cap(c_a), veh/h	891	731	137	0	0	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	21.5	18.5	0.0	0.0	14.4
Incr Delay (d2), s/veh	0.3	1.8	153.8	0.0	0.0	37.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	4.2	6.9	0.0	0.0	19.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.7	23.3	172.3	0.0	0.0	51.9
LnGrp LOS	B	C	F	A	A	F
Approach Vol, veh/h	543			170	945	
Approach Delay, s/veh	21.7			172.3	51.9	
Approach LOS	C			F	D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	41.0	22.9	41.0
Change Period (Y+Rc), s	6.0	5.0	6.0
Max Green Setting (Gmax), s	35.0	35.0	35.0
Max Q Clear Time (g_c+I1), s	37.0	15.8	37.0
Green Ext Time (p_c), s	0.0	2.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.4
HCM 6th LOS	D

Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	49	16	406	332	47	108
Future Volume (vph)	49	16	406	332	47	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	6%		1%			-4%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.939			
Flt Protected	0.950					0.985
Satd. Flow (prot)	1549	1567	1563	0	0	1460
Flt Permitted	0.950					0.985
Satd. Flow (perm)	1549	1567	1563	0	0	1460
Link Speed (mph)	30		40			40
Link Distance (ft)	146		870			216
Travel Time (s)	3.3		14.8			3.7
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	13%	0%	17%	1%	0%	38%
Adj. Flow (vph)	55	18	456	373	53	121
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	18	829	0	0	174
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.05	1.05	1.02	1.02
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	49	16	406	332	47	108
Future Vol, veh/h	49	16	406	332	47	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	6	-	1	-	-	-4
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	13	0	17	1	0	38
Mvmt Flow	55	18	456	373	53	121

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	870	643	0	0	829	0
Stage 1	643	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Critical Hdwy	7.73	6.8	-	-	4.1	-
Critical Hdwy Stg 1	6.73	-	-	-	-	-
Critical Hdwy Stg 2	6.73	-	-	-	-	-
Follow-up Hdwy	3.617	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	231	429	-	-	811	-
Stage 1	406	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	215	429	-	-	811	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	378	-	-	-	-	-
Stage 2	728	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	24.1	0	3
HCM LOS	C		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	811	-	215	429	-	-
HCM Lane V/C Ratio	0.065	-	0.256	0.042	-	-
HCM Control Delay (s)	9.7	0	27.4	13.8	-	-
HCM Lane LOS	A	A	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1	0.1	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	166	0	0	489	413	333
Future Volume (vph)	166	0	0	489	413	333
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	12	12
Grade (%)	5%			-5%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.940	
Flt Protected					0.973	
Satd. Flow (prot)	1789	0	0	1837	1653	0
Flt Permitted					0.973	
Satd. Flow (perm)	1789	0	0	1837	1653	0
Link Speed (mph)	25			25	30	
Link Distance (ft)	322			301	733	
Travel Time (s)	8.8			8.2	16.7	
Confl. Peds. (#/hr)		2	2		2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	0%	0%	6%	0%	8%
Adj. Flow (vph)	175	0	0	515	435	351
Shared Lane Traffic (%)						
Lane Group Flow (vph)	175	0	0	515	786	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.97	0.97	1.02	1.02
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized

Intersection	
Int Delay, s/veh	160.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↱	
Traffic Vol, veh/h	166	0	0	489	413	333
Future Vol, veh/h	166	0	0	489	413	333
Conflicting Peds, #/hr	0	2	2	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	3	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	0	0	6	0	8
Mvmt Flow	175	0	0	515	435	351

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	692	177
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	517	-
Critical Hdwy	-	-	-	-	7	6.58
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.5	3.372
Pot Cap-1 Maneuver	-	0	0	-	~ 368	838
Stage 1	-	0	0	-	836	-
Stage 2	-	0	0	-	553	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	~ 367	837
Mov Cap-2 Maneuver	-	-	-	-	~ 367	-
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	552	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	$ 301.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	490	-	-
HCM Lane V/C Ratio	1.603	-	-
HCM Control Delay (s)	$ 301.8	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	43.7	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	166	72	47	855	0	0
Future Volume (vph)	166	72	47	855	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12
Grade (%)	5%			-5%	1%	
Storage Length (ft)		0	115		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			86		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.959					
Flt Protected			0.950			
Satd. Flow (prot)	1610	0	1242	1928	0	1890
Flt Permitted			0.950			
Satd. Flow (perm)	1610	0	1242	1928	0	1890
Link Speed (mph)	25			25	30	
Link Distance (ft)	240			322	1098	
Travel Time (s)	6.5			8.8	25.0	
Confl. Peds. (#/hr)		2	2		2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	6%	44%	1%	0%	0%
Adj. Flow (vph)	180	78	51	929	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	258	0	51	929	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.08	1.08	1.01	0.97	1.01	1.01
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	166	72	47	855	0	0
Future Vol, veh/h	166	72	47	855	0	0
Conflicting Peds, #/hr	0	2	2	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	6	44	1	0	0
Mvmt Flow	180	78	51	929	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	260	0	-	223
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.54	-	-	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.596	-	-	3.3
Pot Cap-1 Maneuver	-	-	1096	-	0	816
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1094	-	-	813
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1094	-
HCM Lane V/C Ratio	-	-	-	0.047	-
HCM Control Delay (s)	0	-	-	8.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	125	41	357	497	0	40	0	114	0	0	0
Future Volume (vph)	0	125	41	357	497	0	40	0	114	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	10	12	12	15	15	15	12	12	12
Grade (%)		3%			-5%			0%			0%	
Storage Length (ft)	0		0	90		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.967						0.900				
Flt Protected				0.950				0.987				
Satd. Flow (prot)	0	1700	0	1710	1928	0	0	1725	0	0	1863	0
Flt Permitted				0.950				0.987				
Satd. Flow (perm)	0	1700	0	1710	1928	0	0	1725	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		425			240			931			449	
Travel Time (s)		11.6			6.5			25.4			12.2	
Confl. Peds. (#/hr)			2	2			2		2			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	9%	13%	1%	1%	2%	18%	2%	4%	2%	2%	2%
Adj. Flow (vph)	0	134	44	384	534	0	43	0	123	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	384	534	0	0	166	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.98	0.98	0.98	1.06	0.97	0.97	0.88	0.88	0.88	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

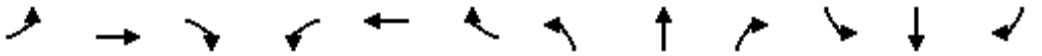
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	17.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	125	41	357	497	0	40	0	114	0	0	0
Future Vol, veh/h	0	125	41	357	497	0	40	0	114	0	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	9	13	1	1	2	18	2	4	2	2	2
Mvmt Flow	0	134	44	384	534	0	43	0	123	0	0	0
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	10.3	20.5	11.1	0
HCM LOS	B	C	B	-

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	26%	0%	100%	0%	0%
Vol Thru, %	0%	75%	0%	100%	100%
Vol Right, %	74%	25%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	154	166	357	497	0
LT Vol	40	0	357	0	0
Through Vol	0	125	0	497	0
RT Vol	114	41	0	0	0
Lane Flow Rate	166	178	384	534	0
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.269	0.263	0.605	0.768	0
Departure Headway (Hd)	5.851	5.312	5.678	5.174	6.476
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	611	669	633	695	0
Service Time	3.92	3.394	3.448	2.944	4.476
HCM Lane V/C Ratio	0.272	0.266	0.607	0.768	0
HCM Control Delay	11.1	10.3	16.9	23.1	9.5
HCM Lane LOS	B	B	C	C	N
HCM 95th-tile Q	1.1	1.1	4.1	7.3	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	143	25	65	473	0	7	0	23	0	0	0
Future Volume (vph)	0	143	25	65	473	0	7	0	23	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	15	15	12	15	12	12	12	12
Grade (%)		2%			-2%			0%			0%	
Storage Length (ft)	0		200	100		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.898				
Flt Protected				0.950				0.988				
Satd. Flow (prot)	0	1898	1567	1787	2049	0	0	1818	0	0	1863	0
Flt Permitted				0.950				0.988				
Satd. Flow (perm)	0	1898	1567	1787	2049	0	0	1818	0	0	1863	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		699			425			223			302	
Travel Time (s)		19.1			11.6			5.1			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	9%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	155	27	71	514	0	8	0	25	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	155	27	71	514	0	0	33	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	1.01	0.99	0.87	0.87	1.00	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	143	25	65	473	0	7	0	23	0	0	0
Future Vol, veh/h	0	143	25	65	473	0	7	0	23	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	200	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	9	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	0	155	27	71	514	0	8	0	25	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	514	0	0	182	0	0	811	811	155	825	838	514
Stage 1	-	-	-	-	-	-	155	155	-	656	656	-
Stage 2	-	-	-	-	-	-	656	656	-	169	182	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1052	-	-	1393	-	-	298	313	891	292	302	560
Stage 1	-	-	-	-	-	-	847	769	-	454	462	-
Stage 2	-	-	-	-	-	-	454	462	-	833	749	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1052	-	-	1393	-	-	286	297	891	273	287	560
Mov Cap-2 Maneuver	-	-	-	-	-	-	286	297	-	273	287	-
Stage 1	-	-	-	-	-	-	847	769	-	454	438	-
Stage 2	-	-	-	-	-	-	431	438	-	810	749	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	8.2	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1162	1052	-	-	1393	-	-	-
HCM Lane V/C Ratio	0.028	-	-	-	0.051	-	-	-
HCM Control Delay (s)	8.2	0	-	-	7.7	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.2	-	-	-



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	168	480	0
Future Volume (vph)	0	0	0	168	480	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	15	15
Grade (%)	0%			3%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1889	2060	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1889	2060	0
Link Speed (mph)	30			25	25	
Link Distance (ft)	964			491	699	
Travel Time (s)	21.9			13.4	19.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	9%	3%	2%
Adj. Flow (vph)	0	0	0	183	522	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	183	522	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.90	0.90	0.86	0.86
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	168	480	0
Future Vol, veh/h	0	0	0	168	480	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	3	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	9	3	2
Mvmt Flow	0	0	0	183	522	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	705	522	522	0	-	0
Stage 1	522	-	-	-	-	-
Stage 2	183	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	403	555	1044	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	403	555	1044	-	-	-
Mov Cap-2 Maneuver	403	-	-	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	848	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1044	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	487		964			376
Travel Time (s)	11.1		21.9			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	518		376			355
Travel Time (s)	11.8		8.5			8.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	589	0	0	1346	13	0	0	0	2	0	2
Future Volume (vph)	13	589	0	0	1346	13	0	0	0	2	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	12	12	12	12	15	12
Grade (%)		-1%			4%			-8%			0%	
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999						0.932	
Flt Protected		0.999									0.976	
Satd. Flow (prot)	0	2814	0	0	2974	0	0	1937	1937	0	1864	0
Flt Permitted		0.999									0.976	
Satd. Flow (perm)	0	2814	0	0	2974	0	0	1937	1937	0	1864	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		622			972			570			194	
Travel Time (s)		9.4			14.7			13.0			4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	25%	2%	2%	11%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	14	640	0	0	1463	14	0	0	0	2	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	654	0	0	1477	0	0	0	0	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.12	1.12	1.12	0.95	0.95	0.95	1.00	0.88	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

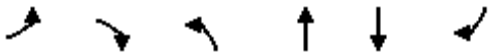
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	13	589	0	0	1346	13	0	0	0	2	0	2
Future Vol, veh/h	13	589	0	0	1346	13	0	0	0	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	4	-	-	-8	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	25	2	2	11	2	2	2	2	2	2	2
Mvmt Flow	14	640	0	0	1463	14	0	0	0	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1477	0	0	640	0	0	1400	2145	320	1818	2138	739
Stage 1	-	-	-	-	-	-	668	668	-	1470	1470	-
Stage 2	-	-	-	-	-	-	732	1477	-	348	668	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.94	4.94	6.14	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	4.94	3.94	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.94	3.94	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	452	-	-	940	-	-	186	124	726	49	48	360
Stage 1	-	-	-	-	-	-	557	612	-	133	190	-
Stage 2	-	-	-	-	-	-	524	363	-	641	455	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	452	-	-	940	-	-	178	118	726	47	46	360
Mov Cap-2 Maneuver	-	-	-	-	-	-	178	118	-	47	46	-
Stage 1	-	-	-	-	-	-	530	583	-	127	190	-
Stage 2	-	-	-	-	-	-	521	363	-	610	433	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	0	50.8
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	452	-	-	940	-	-	83
HCM Lane V/C Ratio	-	-	0.031	-	-	-	-	-	0.052
HCM Control Delay (s)	0	0	13.2	0.3	-	0	-	-	50.8
HCM Lane LOS	A	A	B	A	-	A	-	-	F
HCM 95th %tile Q(veh)	-	-	0.1	-	-	0	-	-	0.2



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	55	56	170	751	7
Future Volume (vph)	8	55	56	170	751	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Grade (%)	-4%			-4%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.882				0.999	
Flt Protected	0.994			0.988		
Satd. Flow (prot)	1645	0	0	1702	1655	0
Flt Permitted	0.994			0.988		
Satd. Flow (perm)	1645	0	0	1702	1655	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	380			540	375	
Travel Time (s)	8.6			12.3	8.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	12%	6%	2%	11%	9%	29%
Adj. Flow (vph)	9	62	63	191	844	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	71	0	0	254	852	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.93	0.93	1.02	1.02	1.07	1.07
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

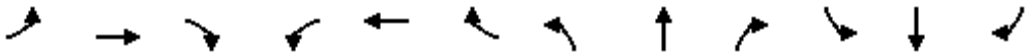
Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	55	56	170	751	7
Future Vol, veh/h	8	55	56	170	751	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-4	-	-	-4	3	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	12	6	2	11	9	29
Mvmt Flow	9	62	63	191	844	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1165	848	852	0	-	0
Stage 1	848	-	-	-	-	-
Stage 2	317	-	-	-	-	-
Critical Hdwy	5.72	5.86	4.12	-	-	-
Critical Hdwy Stg 1	4.72	-	-	-	-	-
Critical Hdwy Stg 2	4.72	-	-	-	-	-
Follow-up Hdwy	3.608	3.354	2.218	-	-	-
Pot Cap-1 Maneuver	266	390	787	-	-	-
Stage 1	487	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	242	390	787	-	-	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	443	-	-	-	-	-
Stage 2	769	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.3	2.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	787	-	362	-	-
HCM Lane V/C Ratio	0.08	-	0.196	-	-
HCM Control Delay (s)	10	0	17.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.7	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	2	4	15	1	2	0	168	5	3	728	1
Future Volume (vph)	2	2	4	15	1	2	0	168	5	3	728	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)		-8%			-3%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.932			0.986			0.996				
Flt Protected		0.988			0.960							
Satd. Flow (prot)	0	1690	0	0	1704	0	0	1656	0	0	1733	0
Flt Permitted		0.988			0.960							
Satd. Flow (perm)	0	1690	0	0	1704	0	0	1656	0	0	1733	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		345			400			127			243	
Travel Time (s)		7.8			9.1			2.9			5.5	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	13%	0%	0%	6%	0%
Adj. Flow (vph)	2	2	4	16	1	2	0	183	5	3	791	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	19	0	0	188	0	0	795	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.07	1.07	1.07	1.02	1.02	1.02	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

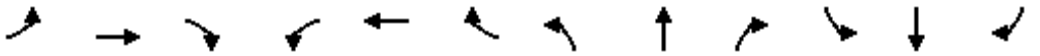
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	4	15	1	2	0	168	5	3	728	1
Future Vol, veh/h	2	2	4	15	1	2	0	168	5	3	728	1
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-8	-	-	-3	-	-	-4	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	0	0	0	0	13	0	0	6	0
Mvmt Flow	2	2	4	16	1	2	0	183	5	3	791	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	986	986	792	987	984	187	792	0	0	188	0	0
Stage 1	798	798	-	186	186	-	-	-	-	-	-	-
Stage 2	188	188	-	801	798	-	-	-	-	-	-	-
Critical Hdwy	5.52	4.9	5.4	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	4.52	3.9	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.52	3.9	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	252	387	468	269	295	874	838	-	-	1398	-	-
Stage 1	541	572	-	846	773	-	-	-	-	-	-	-
Stage 2	885	814	-	435	458	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	249	385	468	264	294	873	838	-	-	1398	-	-
Mov Cap-2 Maneuver	249	385	-	264	294	-	-	-	-	-	-	-
Stage 1	541	570	-	846	773	-	-	-	-	-	-	-
Stage 2	881	814	-	428	456	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.9	18.4	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	838	-	-	411	288	1398	-	-
HCM Lane V/C Ratio	-	-	-	0.021	0.068	0.002	-	-
HCM Control Delay (s)	0	-	-	13.9	18.4	7.6	0	-
HCM Lane LOS	A	-	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	9	2	140	9	11	0	120	61	51	608	5
Future Volume (vph)	2	9	2	140	9	11	0	120	61	51	608	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)		-10%			1%			-4%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.990			0.955			0.999	
Flt Protected		0.993			0.958						0.996	
Satd. Flow (prot)	0	1682	0	0	1386	0	0	1646	0	0	1699	0
Flt Permitted		0.993			0.958						0.996	
Satd. Flow (perm)	0	1682	0	0	1386	0	0	1646	0	0	1699	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		384			403			243			1071	
Travel Time (s)		8.7			9.2			5.5			24.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	11%	0%	23%	11%	0%	0%	7%	12%	6%	6%	0%
Adj. Flow (vph)	2	10	2	161	10	13	0	138	70	59	699	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	184	0	0	208	0	0	764	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.10	1.10	1.10	1.02	1.02	1.02	1.07	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	17.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	9	2	140	9	11	0	120	61	51	608	5
Future Vol, veh/h	2	9	2	140	9	11	0	120	61	51	608	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-10	-	-	1	-	-	-4	-	-	3	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	11	0	23	11	0	0	7	12	6	6	0
Mvmt Flow	2	10	2	161	10	13	0	138	70	59	699	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1005	1028	702	999	996	173	705	0	0	208	0	0
Stage 1	820	820	-	173	173	-	-	-	-	-	-	-
Stage 2	185	208	-	826	823	-	-	-	-	-	-	-
Critical Hdwy	5.1	4.61	5.2	7.53	6.81	6.3	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	4.1	3.61	-	6.53	5.81	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.1	3.61	-	6.53	5.81	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.099	3.3	3.707	4.099	3.3	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	188	400	537	192	223	872	902	-	-	1339	-	-
Stage 1	587	594	-	775	732	-	-	-	-	-	-	-
Stage 2	910	801	-	322	359	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	148	371	537	177	207	872	902	-	-	1339	-	-
Mov Cap-2 Maneuver	148	371	-	177	207	-	-	-	-	-	-	-
Stage 1	587	551	-	775	732	-	-	-	-	-	-	-
Stage 2	884	801	-	292	333	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.7	109.5	0	0.6
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	902	-	-	385	189	1339	-	-
HCM Lane V/C Ratio	-	-	-	0.039	0.973	0.044	-	-
HCM Control Delay (s)	0	-	-	14.7	109.5	7.8	0	-
HCM Lane LOS	A	-	-	B	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	8	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	94	6	54	78	0	586
Future Volume (vph)	94	6	54	78	0	586
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Grade (%)	7%		-10%			4%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992		0.920			
Flt Protected	0.955					
Satd. Flow (prot)	1521	0	1651	0	0	1832
Flt Permitted	0.955					
Satd. Flow (perm)	1521	0	1651	0	0	1832
Link Speed (mph)	30		30			30
Link Distance (ft)	502		1071			320
Travel Time (s)	11.4		24.3			7.3
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	11%	0%	11%	5%	0%	5%
Adj. Flow (vph)	115	7	66	95	0	715
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	0	161	0	0	715
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	0.98	0.98	0.98	0.98
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	94	6	54	78	0	586
Future Vol, veh/h	94	6	54	78	0	586
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	7	-	-10	-	-	4
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	11	0	11	5	0	5
Mvmt Flow	115	7	66	95	0	715

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	829	114	0	0	161	0
Stage 1	114	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Critical Hdwy	7.91	6.9	-	-	4.1	-
Critical Hdwy Stg 1	6.91	-	-	-	-	-
Critical Hdwy Stg 2	6.91	-	-	-	-	-
Follow-up Hdwy	3.599	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	238	923	-	-	1430	-
Stage 1	850	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	238	923	-	-	1430	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	355	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.6	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	249	1430	-
HCM Lane V/C Ratio	-	-	0.49	-	-
HCM Control Delay (s)	-	-	32.6	0	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	2.5	0	-

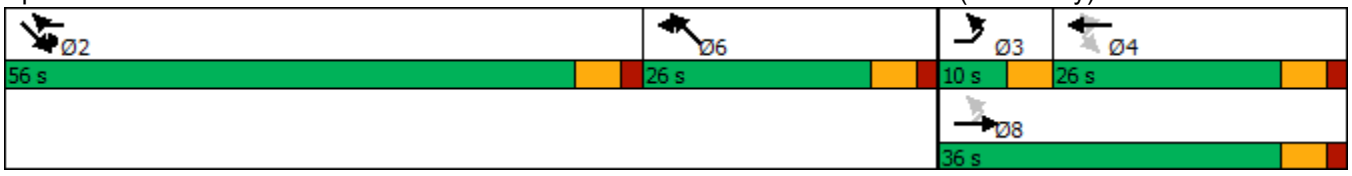
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	87	1	15	97	311	806	9	6	1	39	33
Future Volume (vph)	0	87	1	15	97	311	806	9	6	1	39	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	13	11	12	12	12	14	14	14
Grade (%)		-5%			0%			0%			-4%	
Storage Length (ft)	0		0	0		60	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.999			0.938	
Flt Protected					0.993			0.953			0.999	
Satd. Flow (prot)	0	1854	0	0	1793	1419	0	1708	0	0	1817	0
Flt Permitted					0.953			0.953			0.999	
Satd. Flow (perm)	0	1854	0	0	1721	1419	0	1708	0	0	1817	0
Right Turn on Red			No			No			No			Yes
Satd. Flow (RTOR)											31	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		502			183			594			399	
Travel Time (s)		11.4			4.2			13.5			9.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	5%	0%	7%	9%	10%	6%	0%	0%	100%	5%	6%
Adj. Flow (vph)	0	97	1	17	108	346	896	10	7	1	43	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	125	346	0	913	0	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.96	0.96	1.04	1.00	1.00	1.00	0.89	0.89	0.89
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83	35	20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5	-5	0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5	-5	0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40	40	20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Turn Type		NA		Perm	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	3	8			4	2	2	2		6	6	
Permitted Phases	8			4		4						
Detector Phase	3	8		4	4	2	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	10.0	36.0		26.0	26.0	56.0	56.0	56.0		26.0	26.0	
Total Split (%)	8.5%	30.5%		22.0%	22.0%	47.5%	47.5%	47.5%		22.0%	22.0%	
Maximum Green (s)	6.0	30.0		20.0	20.0	50.0	50.0	50.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0	3.0	3.0	3.0		2.0	2.0	
Recall Mode	None	None		Max	Max	None	None	None		None	None	
v/c Ratio		0.29			0.34	0.29		0.99			0.47	
Control Delay		35.1			35.5	3.4		52.3			37.4	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		35.1			35.5	3.4		52.3			37.4	
Queue Length 50th (ft)		50			65	42		~555			29	
Queue Length 95th (ft)		98			122	84		#868			75	
Internal Link Dist (ft)		422			103			514			319	
Turn Bay Length (ft)						60						
Base Capacity (vph)		598			370	1182		919			415	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.16			0.34	0.29		0.99			0.20	

Intersection Summary	
Area Type:	Other
Cycle Length: 118	
Actuated Cycle Length: 93.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 17: Memorial Drive & Bradhurst Avenue & NYS Route 141 (Broadway)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	87	1	15	97	311	806	9	6	1	39	33
Future Volume (veh/h)	0	87	1	15	97	311	806	9	6	1	39	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2022	2022	2022	1837	1837	1752	1900	1900	1900	2062	2062	2062
Adj Flow Rate, veh/h	0	97	1	17	108	346	896	10	7	1	43	37
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	9	9	10	0	0	0	5	5	5
Cap, veh/h	33	555	6	71	364	1108	936	10	7	1	58	50
Arrive On Green	0.00	0.22	0.22	0.22	0.22	0.22	0.53	0.53	0.53	0.06	0.06	0.06
Sat Flow, veh/h	0	1997	21	121	1663	1485	1775	20	14	24	1011	870
Grp Volume(v), veh/h	0	0	98	125	0	346	913	0	0	81	0	0
Grp Sat Flow(s),veh/h/ln	0	0	2018	1784	0	1485	1809	0	0	1904	0	0
Q Serve(g_s), s	0.0	0.0	4.0	0.0	0.0	7.1	44.1	0.0	0.0	3.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	4.0	5.2	0.0	7.1	44.1	0.0	0.0	3.8	0.0	0.0
Prop In Lane	0.00		0.01	0.14		1.00	0.98		0.01	0.01		0.46
Lane Grp Cap(c), veh/h	0	0	0	435	0	1108	954	0	0	109	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.29	0.00	0.31	0.96	0.00	0.00	0.74	0.00	0.00
Avail Cap(c_a), veh/h	0	0	0	435	0	1108	989	0	0	416	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	30.0	0.0	3.8	20.6	0.0	0.0	42.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.7	0.0	0.7	18.8	0.0	0.0	3.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.5	0.0	7.9	21.8	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	31.6	0.0	4.6	39.4	0.0	0.0	46.2	0.0	0.0
LnGrp LOS	A	A	A	C	A	A	D	A	A	D	A	A
Approach Vol, veh/h		98			471			913			81	
Approach Delay, s/veh		0.0			11.8			39.4			46.2	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	54.3		26.0		11.2		26.0					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	50.0		20.0		20.0		30.0					
Max Q Clear Time (g_c+I1), s	46.1		9.1		5.8		6.0					
Green Ext Time (p_c), s	2.2		1.0		0.2		0.2					

Intersection Summary												
HCM 6th Ctrl Delay		28.9										
HCM 6th LOS		C										



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	317	609	123	423	0	0
Future Volume (vph)	317	609	123	423	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	15	15
Grade (%)	-1%			-2%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.911					
Flt Protected				0.989		
Satd. Flow (prot)	1624	0	0	1988	0	2132
Flt Permitted				0.989		
Satd. Flow (perm)	1624	0	0	1988	0	2132
Link Speed (mph)	30			30	30	
Link Distance (ft)	183			641	431	
Travel Time (s)	4.2			14.6	9.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	17%	2%	2%	10%	0%	0%
Adj. Flow (vph)	356	684	138	475	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1040	0	0	613	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.84	0.84	0.86	0.86
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

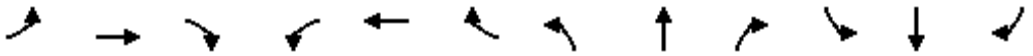
Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	317	609	123	423	0	0
Future Vol, veh/h	317	609	123	423	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-2	-4	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	17	2	2	10	0	0
Mvmt Flow	356	684	138	475	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1040	0	-	698
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	5.8
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.3
Pot Cap-1 Maneuver	-	-	669	-	0	480
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	669	-	-	480
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	669	-
HCM Lane V/C Ratio	-	-	-	0.207	-
HCM Control Delay (s)	0	-	-	11.8	0
HCM Lane LOS	A	-	-	B	A
HCM 95th %tile Q(veh)	-	-	-	0.8	-

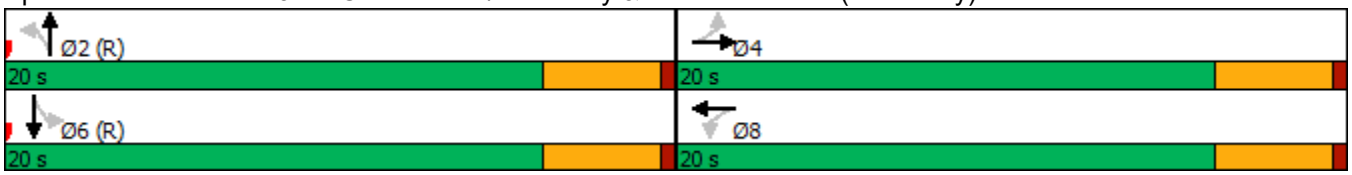


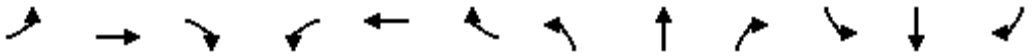
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	220	29	13	390	35	128	35	175	16	0	27
Future Volume (vph)	67	220	29	13	390	35	128	35	175	16	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	16	16	16	16	16	16
Grade (%)		1%			-5%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.987			0.989			0.930			0.916	
Flt Protected		0.989			0.998			0.981			0.981	
Satd. Flow (prot)	0	1656	0	0	1835	0	0	1771	0	0	1743	0
Flt Permitted		0.866			0.986			0.868			0.861	
Satd. Flow (perm)	0	1450	0	0	1813	0	0	1567	0	0	1529	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			13			160			28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		641			362			242			222	
Travel Time (s)		14.6			8.2			5.5			5.0	
Confl. Peds. (#/hr)			1	1					3	3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	19%	7%	0%	9%	3%	2%	0%	16%	13%	0%	8%
Adj. Flow (vph)	71	232	31	14	411	37	135	37	184	17	0	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	334	0	0	462	0	0	356	0	0	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.85	0.85	0.85	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.57			0.63			0.49			0.07	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		13.5			14.1			7.7			5.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.5			14.1			7.7			5.0	
Queue Length 50th (ft)		51			75			28			2	
Queue Length 95th (ft)		109			145			74			14	
Internal Link Dist (ft)		561			282			162			142	
Turn Bay Length (ft)												
Base Capacity (vph)		589			733			722			628	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.57			0.63			0.49			0.07	

Intersection Summary	
Area Type:	Other
Cycle Length: 40	
Actuated Cycle Length: 40	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Pretimed	

Splits and Phases: 19: W Cross Street/Broadway & NYS Route 141 (Broadway)

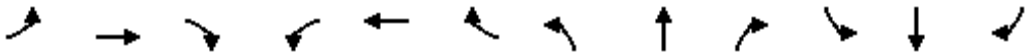




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	220	29	13	390	35	128	35	175	16	0	27
Future Volume (veh/h)	67	220	29	13	390	35	128	35	175	16	0	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1677	1677	1677	2040	2040	2040	1970	1970	1970	1952	1952	1952
Adj Flow Rate, veh/h	71	232	31	14	411	37	135	37	184	17	0	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	19	19	9	9	9	0	0	0	0	0	0
Cap, veh/h	187	465	55	101	726	64	318	123	339	313	53	398
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.00	0.40
Sat Flow, veh/h	194	1161	139	21	1815	160	485	307	848	471	133	996
Grp Volume(v), veh/h	334	0	0	462	0	0	356	0	0	45	0	0
Grp Sat Flow(s),veh/h/ln	1494	0	0	1996	0	0	1640	0	0	1600	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.1	0.0	0.0	7.2	0.0	0.0	6.4	0.0	0.0	0.6	0.0	0.0
Prop In Lane	0.21		0.09	0.03		0.08	0.38		0.52	0.38		0.62
Lane Grp Cap(c), veh/h	707	0	0	891	0	0	780	0	0	764	0	0
V/C Ratio(X)	0.47	0.00	0.00	0.52	0.00	0.00	0.46	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	707	0	0	891	0	0	780	0	0	764	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.0	0.0	0.0	9.3	0.0	0.0	9.0	0.0	0.0	7.4	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0	2.2	0.0	0.0	1.9	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	2.8	0.0	0.0	2.1	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.3	0.0	0.0	11.5	0.0	0.0	11.0	0.0	0.0	7.5	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		334			462			356			45	
Approach Delay, s/veh		11.3			11.5			11.0			7.5	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.0	20.0	20.0	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	16.0	16.0	16.0
Max Q Clear Time (g_c+I1), s	8.4	8.1	2.6	9.2
Green Ext Time (p_c), s	1.2	1.2	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	36	3	27	1	589	32	2	1363	2
Future Volume (vph)	0	0	0	36	3	27	1	589	32	2	1363	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	11	11	11	11	11	11
Grade (%)		4%			-10%			0%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt					0.945			0.992				
Flt Protected					0.973							
Satd. Flow (prot)	0	2110	0	0	1834	0	0	2749	0	0	3160	0
Flt Permitted					0.973							
Satd. Flow (perm)	0	2110	0	0	1834	0	0	2749	0	0	3160	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		196			421			1159			795	
Travel Time (s)		4.5			9.6			17.6			12.0	
Confl. Peds. (#/hr)	1		1				1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	27%	7%	0%	11%	0%
Adj. Flow (vph)	0	0	0	40	3	30	1	647	35	2	1498	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	73	0	0	683	0	0	1502	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.87	0.87	0.87	0.94	0.94	0.94	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	36	3	27	1	589	32	2	1363	2
Future Vol, veh/h	0	0	0	36	3	27	1	589	32	2	1363	2
Conflicting Peds, #/hr	1	0	1	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	-10	-	-	0	-	-	-1	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	27	7	0	11	0
Mvmt Flow	0	0	0	40	3	30	1	647	35	2	1498	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1832	2188	752	1421	2172	342	1501	0	0	682	0	0
Stage 1	1504	1504	-	667	667	-	-	-	-	-	-	-
Stage 2	328	684	-	754	1505	-	-	-	-	-	-	-
Critical Hdwy	8.3	7.3	7.3	5.5	4.5	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.3	6.3	-	4.5	3.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.3	6.3	-	4.5	3.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	32	28	329	216	158	726	452	-	-	920	-	-
Stage 1	93	133	-	607	666	-	-	-	-	-	-	-
Stage 2	618	388	-	565	429	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	30	27	328	213	155	725	451	-	-	920	-	-
Mov Cap-2 Maneuver	30	27	-	213	155	-	-	-	-	-	-	-
Stage 1	93	131	-	605	663	-	-	-	-	-	-	-
Stage 2	587	386	-	557	423	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	21.3	0	0.1
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	451	-	-	-	293	920	-	-
HCM Lane V/C Ratio	0.002	-	-	-	0.248	0.002	-	-
HCM Control Delay (s)	13	0	-	0	21.3	8.9	0.1	-
HCM Lane LOS	B	A	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1	0	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	561	164	253	1095	36	41
Future Volume (vph)	561	164	253	1095	36	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Grade (%)	1%			0%	-7%	
Storage Length (ft)		0	0		0	60
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00	
Frt	0.966					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	2769	0	1728	1625	1668	1592
Flt Permitted			0.318		0.950	
Satd. Flow (perm)	2769	0	578	1625	1664	1592
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	80					45
Link Speed (mph)	45			45	30	
Link Distance (ft)	1261			622	366	
Travel Time (s)	19.1			9.4	8.3	
Confl. Peds. (#/hr)					1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	27%	1%	1%	13%	12%	5%
Adj. Flow (vph)	610	178	275	1190	39	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	788	0	275	1190	39	45
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.05	1.05	1.04	1.04	0.96	0.96
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	20.0		9.0	20.0	20.0	20.0
Total Split (s)	91.0		9.0	100.0	20.0	20.0
Total Split (%)	75.8%		7.5%	83.3%	16.7%	16.7%
Maximum Green (s)	86.0		4.0	95.0	15.0	15.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Min		None	C-Min	Min	Min
v/c Ratio	0.38		0.48	0.86	0.34	0.30
Control Delay	2.7		4.8	14.5	60.4	19.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	2.7		4.8	14.5	60.4	19.8
Queue Length 50th (ft)	46		28	379	29	0
Queue Length 95th (ft)	30		52	#913	65	37
Internal Link Dist (ft)	1181			542	286	
Turn Bay Length (ft)						60
Base Capacity (vph)	2063		568	1377	208	238
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.38		0.48	0.86	0.19	0.19

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 21: Skyline Drive & NYS Route 9A





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	561	164	253	1095	36	41
Future Volume (veh/h)	561	164	253	1095	36	41
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1494	1494	1885	1707	1995	2100
Adj Flow Rate, veh/h	610	178	275	1190	39	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	27	27	1	13	12	5
Cap, veh/h	1733	505	619	1492	81	76
Arrive On Green	0.80	0.80	0.03	0.87	0.04	0.04
Sat Flow, veh/h	2243	632	1795	1707	1900	1780
Grp Volume(v), veh/h	399	389	275	1190	39	45
Grp Sat Flow(s),veh/h/ln	1419	1380	1795	1707	1900	1780
Q Serve(g_s), s	9.4	9.5	3.3	34.7	2.4	3.0
Cycle Q Clear(g_c), s	9.4	9.5	3.3	34.7	2.4	3.0
Prop In Lane		0.46	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1134	1103	619	1492	81	76
V/C Ratio(X)	0.35	0.35	0.44	0.80	0.48	0.59
Avail Cap(c_a), veh/h	1134	1103	619	1492	238	222
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.4	3.4	2.5	3.1	56.2	56.4
Incr Delay (d2), s/veh	0.7	0.8	0.5	4.5	4.4	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.9	0.6	4.5	1.3	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.1	4.1	3.0	7.7	60.6	63.7
LnGrp LOS	A	A	A	A	E	E
Approach Vol, veh/h	788			1465	84	
Approach Delay, s/veh	4.1			6.8	62.2	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.0	100.9				109.9	10.1
Change Period (Y+Rc), s	5.0	5.0				5.0	5.0
Max Green Setting (Gmax), s	4.0	86.0				95.0	15.0
Max Q Clear Time (g_c+I1), s	5.3	11.5				36.7	5.0
Green Ext Time (p_c), s	0.0	5.4				15.2	0.1

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A

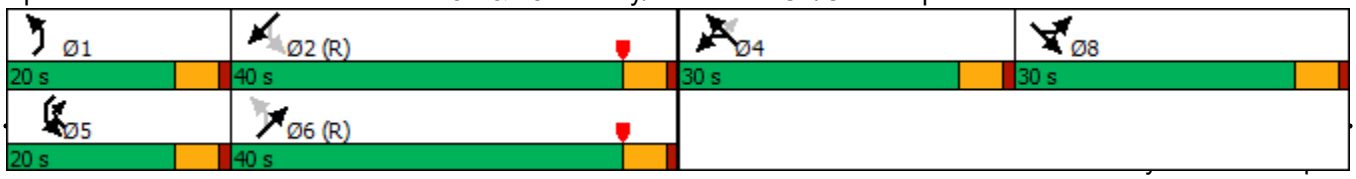
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	306	26	92	40	11	21	87	467	42	57	988	12
Future Volume (vph)	306	26	92	40	11	21	87	467	42	57	988	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	11	11	11	11	11	11
Grade (%)		5%			-9%			-1%			-1%	
Storage Length (ft)	150		0	100		60	230		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00				0.99						
Frt		0.933				0.850		0.988			0.998	
Flt Protected	0.950	0.979		0.950	0.972		0.950			0.950		
Satd. Flow (prot)	1530	1487	0	1732	1772	1631	1670	2676	0	1719	3022	0
Flt Permitted	0.950	0.979		0.950	0.972		0.168			0.423		
Satd. Flow (perm)	1528	1487	0	1732	1772	1610	295	2676	0	765	3022	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				64		8			1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		211			341			3169			1261	
Travel Time (s)		4.8			7.8			48.0			19.1	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	5%	32%	2%	2%	16%	0%
Adj. Flow (vph)	333	28	100	43	12	23	95	508	46	62	1074	13
Shared Lane Traffic (%)	29%			37%								
Lane Group Flow (vph)	236	225	0	27	28	23	95	554	0	62	1087	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.13	1.13	1.13	0.99	0.99	0.99	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template												
Leading Detector (ft)	35	83		35	83	35	35	83		35	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4	5	1	6		5	2	
Permitted Phases						4	6			2		
Detector Phase	8	8		4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	20.0	20.0	40.0		20.0	40.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%	16.7%	16.7%	33.3%		16.7%	33.3%	
Maximum Green (s)	25.0	25.0		25.0	25.0	15.0	15.0	35.0		15.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
v/c Ratio	0.80	0.72		0.28	0.29	0.10	0.35	0.37		0.12	0.67	
Control Delay	64.9	51.7		61.3	61.3	1.0	14.1	18.0		9.2	22.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	64.9	51.7		61.3	61.3	1.0	14.1	18.0		9.2	22.8	
Queue Length 50th (ft)	185	150		21	22	0	27	125		14	324	
Queue Length 95th (ft)	261	226		53	54	0	63	210		m20	#542	
Internal Link Dist (ft)		131			261			3089			1181	
Turn Bay Length (ft)	150			100		60	230			150		
Base Capacity (vph)	338	352		360	369	332	361	1512		608	1618	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.70	0.64		0.07	0.08	0.07	0.26	0.37		0.10	0.67	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: NYS Route 9A & 1824 Drwy/SMRP NB On/Off Ramps



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	306	26	92	40	11	21	87	467	42	57	988	12
Future Volume (veh/h)	306	26	92	40	11	21	87	467	42	57	988	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1753	1753	2254	2254	2254	1864	1459	1459	1909	1699	1699
Adj Flow Rate, veh/h	230	171	100	28	34	23	95	508	46	62	1074	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	0	0	0	0	5	32	32	2	16	16
Cap, veh/h	300	189	111	84	88	144	318	1478	133	536	1867	23
Arrive On Green	0.18	0.18	0.18	0.04	0.04	0.04	0.04	0.57	0.57	0.04	0.57	0.57
Sat Flow, veh/h	1641	1036	606	2147	2254	1896	1776	2571	232	1818	3267	40
Grp Volume(v), veh/h	230	0	271	28	34	23	95	273	281	62	531	556
Grp Sat Flow(s),veh/h/ln	1641	0	1642	2147	2254	1896	1776	1386	1417	1818	1614	1692
Q Serve(g_s), s	16.0	0.0	19.4	1.5	1.8	1.4	2.6	12.5	12.6	1.7	25.2	25.2
Cycle Q Clear(g_c), s	16.0	0.0	19.4	1.5	1.8	1.4	2.6	12.5	12.6	1.7	25.2	25.2
Prop In Lane	1.00		0.37	1.00		1.00	1.00		0.16	1.00		0.02
Lane Grp Cap(c), veh/h	300	0	300	84	88	144	318	797	815	536	922	967
V/C Ratio(X)	0.77	0.00	0.90	0.33	0.38	0.16	0.30	0.34	0.34	0.12	0.58	0.58
Avail Cap(c_a), veh/h	342	0	342	447	470	465	469	797	815	697	922	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.42	0.42	0.42
Uniform Delay (d), s/veh	46.6	0.0	48.0	56.1	56.2	51.9	12.8	13.5	13.5	10.2	16.4	16.4
Incr Delay (d2), s/veh	7.3	0.0	22.6	0.9	1.0	0.2	0.2	1.2	1.2	0.0	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.0	9.8	0.8	1.0	0.7	1.0	3.9	4.0	0.6	8.8	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.9	0.0	70.6	57.0	57.3	52.1	13.0	14.7	14.7	10.2	17.5	17.5
LnGrp LOS	D	A	E	E	E	D	B	B	B	B	B	B
Approach Vol, veh/h		501			85			649			1149	
Approach Delay, s/veh		62.9			55.8			14.4			17.1	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	73.6		9.7	9.4	74.0		26.9				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	35.0		25.0	15.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	4.6	27.2		3.8	3.7	14.6		21.4				
Green Ext Time (p_c), s	0.1	3.6		0.1	0.0	2.7		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	53	14	602	263	81	1041
Future Volume (vph)	53	14	602	263	81	1041
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		-5%			5%
Storage Length (ft)	0	210		260	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950					0.996
Satd. Flow (prot)	1721	1663	2839	1554	0	2969
Flt Permitted	0.950					0.996
Satd. Flow (perm)	1721	1663	2839	1554	0	2969
Link Speed (mph)	30		45			45
Link Distance (ft)	390		1407			3169
Travel Time (s)	8.9		21.3			48.0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	8%	0%	26%	3%	3%	15%
Adj. Flow (vph)	54	14	614	268	83	1062
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	14	614	268	0	1145
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.01	1.01	1.08	1.08
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	53	14	602	263	81	1041
Future Vol, veh/h	53	14	602	263	81	1041
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	210	-	260	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-6	-	-5	-	-	5
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	8	0	26	3	3	15
Mvmt Flow	54	14	614	268	83	1062

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1311	307	0	0	614	0
Stage 1	614	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Critical Hdwy	5.76	6.3	-	-	4.16	-
Critical Hdwy Stg 1	4.76	-	-	-	-	-
Critical Hdwy Stg 2	4.76	-	-	-	-	-
Follow-up Hdwy	3.58	3.3	-	-	2.23	-
Pot Cap-1 Maneuver	221	731	-	-	955	-
Stage 1	597	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	174	731	-	-	955	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	470	-	-	-	-	-
Stage 2	555	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.6	0	1.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	174	731	955	-
HCM Lane V/C Ratio	-	-	0.311	0.02	0.087	-
HCM Control Delay (s)	-	-	34.8	10	9.1	0.8
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0.1	0.3	-

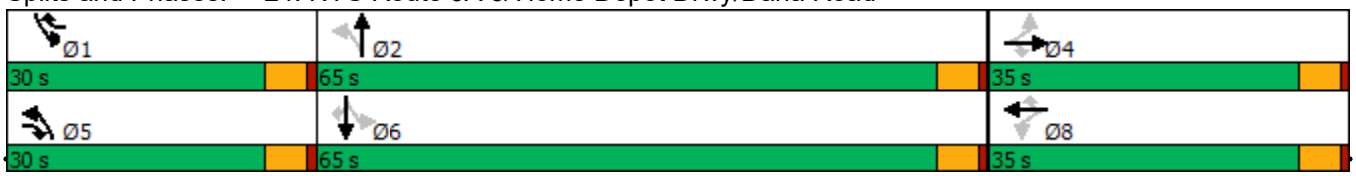
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	36	122	53	20	99	142	695	128	208	818	95
Future Volume (vph)	66	36	122	53	20	99	142	695	128	208	818	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		5%			-6%			2%			-2%	
Storage Length (ft)	0		240	0		210	260		0	140		260
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor		1.00				0.99						
Frt			0.850			0.850		0.977				0.850
Flt Protected		0.969			0.965		0.950			0.950		
Satd. Flow (prot)	0	1690	1445	0	1680	1517	1630	2832	0	1647	3038	1447
Flt Permitted		0.789			0.766		0.226			0.198		
Satd. Flow (perm)	0	1374	1445	0	1334	1495	388	2832	0	343	3038	1447
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			92			104		22				100
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		782			1125			1260			1407	
Travel Time (s)		17.8			30.7			19.1			21.3	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	8%	3%	9%	10%	5%	6%	6%	22%	4%	7%	16%	9%
Adj. Flow (vph)	69	38	128	56	21	104	149	732	135	219	861	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	107	128	0	77	104	149	867	0	219	861	100
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.01	1.01	1.01	1.06	1.06	1.06	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83		35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Detector Phase	4	4	5	8	8	1	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0	5.0	8.0	8.0	5.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	13.0	13.0	10.0	35.0	35.0	10.0	10.0	28.0		10.0	15.0	15.0
Total Split (s)	35.0	35.0	30.0	35.0	35.0	30.0	30.0	65.0		30.0	65.0	65.0
Total Split (%)	26.9%	26.9%	23.1%	26.9%	26.9%	23.1%	23.1%	50.0%		23.1%	50.0%	50.0%
Maximum Green (s)	30.0	30.0	25.0	30.0	30.0	25.0	25.0	60.0		25.0	60.0	60.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	5.0		2.0	5.0	5.0
Recall Mode	None	None	None	Ped	Ped	None	None	Min		None	Min	Min
Walk Time (s)				7.0	7.0			7.0				
Flash Dont Walk (s)				23.0	23.0			16.0				
Pedestrian Calls (#/hr)				2	2			0				
v/c Ratio		0.24	0.17		0.18	0.15	0.47	0.75		0.66	0.68	0.15
Control Delay		28.6	6.9		28.2	4.0	14.6	27.9		20.2	24.9	3.9
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		28.6	6.9		28.2	4.0	14.6	27.9		20.2	24.9	3.9
Queue Length 50th (ft)		46	11		32	0	39	220		60	211	0
Queue Length 95th (ft)		111	52		84	31	66	306		95	288	28
Internal Link Dist (ft)		702			1045			1180			1327	
Turn Bay Length (ft)			240			210	260			140		260
Base Capacity (vph)		443	965		430	933	555	1836		546	1961	969
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.24	0.13		0.18	0.11	0.27	0.47		0.40	0.44	0.10

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 94.1
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

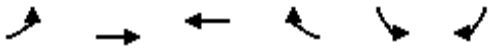
Splits and Phases: 24: NYS Route 9A & Home Depot Drwy/Dana Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	36	122	53	20	99	142	695	128	208	818	95
Future Volume (veh/h)	66	36	122	53	20	99	142	695	128	208	818	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1708	1708	1619	2061	2061	2046	1788	1550	1550	1874	1738	1844
Adj Flow Rate, veh/h	69	38	128	56	21	104	149	732	135	219	861	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	9	5	5	6	6	22	22	7	16	9
Cap, veh/h	66	21	562	70	17	749	328	992	183	347	1394	659
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.07	0.40	0.40	0.10	0.42	0.42
Sat Flow, veh/h	0	63	1370	0	52	1731	1702	2483	458	1784	3303	1562
Grp Volume(v), veh/h	107	0	128	77	0	104	149	434	433	219	861	100
Grp Sat Flow(s),veh/h/ln	63	0	1370	52	0	1731	1702	1473	1468	1784	1652	1562
Q Serve(g_s), s	0.0	0.0	5.4	0.0	0.0	3.2	4.5	22.4	22.4	6.3	18.2	3.5
Cycle Q Clear(g_c), s	30.0	0.0	5.4	30.0	0.0	3.2	4.5	22.4	22.4	6.3	18.2	3.5
Prop In Lane	0.64		1.00	0.73		1.00	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	88	0	562	87	0	749	328	588	586	347	1394	659
V/C Ratio(X)	1.22	0.00	0.23	0.88	0.00	0.14	0.45	0.74	0.74	0.63	0.62	0.15
Avail Cap(c_a), veh/h	88	0	562	87	0	749	680	991	988	676	2222	1051
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	0.0	17.1	37.9	0.0	15.3	15.6	22.8	22.8	17.2	20.1	15.9
Incr Delay (d2), s/veh	167.7	0.0	0.1	58.6	0.0	0.0	0.4	3.9	3.9	0.7	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	1.7	3.1	0.0	1.3	1.6	7.6	7.6	2.3	6.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	205.2	0.0	17.2	96.5	0.0	15.3	15.9	26.7	26.7	17.9	21.1	16.1
LnGrp LOS	F	A	B	F	A	B	B	C	C	B	C	B
Approach Vol, veh/h		235			181			1016			1180	
Approach Delay, s/veh		102.8			49.8			25.1			20.1	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.6	40.6		35.0	11.5	42.6		35.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	25.0	60.0		30.0	25.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	8.3	24.4		32.0	6.5	20.2		32.0				
Green Ext Time (p_c), s	0.3	11.2		0.0	0.2	13.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	31.6
HCM 6th LOS	C



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	102	93	9	7	106	153
Future Volume (vph)	102	93	9	7	106	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	12	12
Grade (%)		0%	-3%		-2%	
Storage Length (ft)	0			0	135	0
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.940			0.850
Flt Protected		0.974			0.950	
Satd. Flow (prot)	0	1763	1738	0	1753	1584
Flt Permitted		0.974			0.950	
Satd. Flow (perm)	0	1763	1738	0	1753	1584
Link Speed (mph)		25	25		25	
Link Distance (ft)		166	218		338	
Travel Time (s)		4.5	5.9		9.2	
Confl. Peds. (#/hr)	9			9	1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	6%	12%	26%	4%	3%
Adj. Flow (vph)	112	102	10	8	116	168
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	214	18	0	116	168
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.83	0.83	0.99	0.99
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

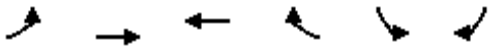
Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	102	93	9	7	106	153
Future Vol, veh/h	102	93	9	7	106	153
Conflicting Peds, #/hr	9	0	0	9	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	135	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-3	-	-2	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	6	12	26	4	3
Mvmt Flow	112	102	10	8	116	168

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	27	0	-	0	350	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	327	-
Critical Hdwy	4.14	-	-	-	6.04	6.03
Critical Hdwy Stg 1	-	-	-	-	5.04	-
Critical Hdwy Stg 2	-	-	-	-	5.04	-
Follow-up Hdwy	2.236	-	-	-	3.536	3.327
Pot Cap-1 Maneuver	1574	-	-	-	669	1052
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	753	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1562	-	-	-	609	1044
Mov Cap-2 Maneuver	-	-	-	-	609	-
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	748	-

Approach	EB	WB	SB
HCM Control Delay, s	3.9	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1562	-	-	-	609	1044
HCM Lane V/C Ratio	0.072	-	-	-	0.191	0.161
HCM Control Delay (s)	7.5	0	-	-	12.3	9.1
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7	0.6



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	187	116	9	6	71	92
Future Volume (vph)	187	116	9	6	71	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-1%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.944		0.924	
Flt Protected		0.970			0.979	
Satd. Flow (prot)	0	1762	1693	0	1678	0
Flt Permitted		0.970			0.979	
Satd. Flow (perm)	0	1762	1693	0	1678	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		273	311		301	
Travel Time (s)		7.4	8.5		8.2	
Confl. Peds. (#/hr)	1			1	1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	1%	11%	0%	0%	8%
Adj. Flow (vph)	210	130	10	7	80	103
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	340	17	0	183	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	187	116	9	6	71	92
Future Vol, veh/h	187	116	9	6	71	92
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	6	1	11	0	0	8
Mvmt Flow	210	130	10	7	80	103
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	11.1	7.8	8.9
HCM LOS	B	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	0%	44%
Vol Thru, %	38%	60%	0%
Vol Right, %	0%	40%	56%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	303	15	163
LT Vol	187	0	71
Through Vol	116	9	0
RT Vol	0	6	92
Lane Flow Rate	340	17	183
Geometry Grp	1	1	1
Degree of Util (X)	0.433	0.022	0.229
Departure Headway (Hd)	4.574	4.665	4.506
Convergence, Y/N	Yes	Yes	Yes
Cap	786	766	799
Service Time	2.599	2.701	2.529
HCM Lane V/C Ratio	0.433	0.022	0.229
HCM Control Delay	11.1	7.8	8.9
HCM Lane LOS	B	A	A
HCM 95th-tile Q	2.2	0.1	0.9



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	196	146	19	83	139	107
Future Volume (vph)	196	146	19	83	139	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Grade (%)	4%			-4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.942				0.941	
Flt Protected				0.991	0.973	
Satd. Flow (prot)	1648	0	0	1753	1871	0
Flt Permitted				0.991	0.973	
Satd. Flow (perm)	1648	0	0	1753	1871	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1125			89	515	
Travel Time (s)	30.7			2.4	14.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	7%	12%	9%	4%	0%
Adj. Flow (vph)	206	154	20	87	146	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	360	0	0	107	259	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	5.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	196	146	19	83	139	107
Future Vol, veh/h	196	146	19	83	139	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	-4	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	7	12	9	4	0
Mvmt Flow	206	154	20	87	146	113

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	360	0	410	283
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	-	-	4.22	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.308	-	3.536	3.3
Pot Cap-1 Maneuver	-	-	1145	-	594	761
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1145	-	583	761
Mov Cap-2 Maneuver	-	-	-	-	583	-
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	649	-	-	1145	-
HCM Lane V/C Ratio	0.399	-	-	0.017	-
HCM Control Delay (s)	14.2	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.9	-	-	0.1	-



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	135	191	28	308	123	17
Future Volume (vph)	135	191	28	308	123	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-1%	10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.984	
Flt Protected				0.996	0.958	
Satd. Flow (prot)	1572	0	0	1645	1544	0
Flt Permitted				0.996	0.958	
Satd. Flow (perm)	1572	0	0	1645	1544	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	410			565	400	
Travel Time (s)	7.0			9.6	9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	23%	3%	0%	17%	10%	12%
Adj. Flow (vph)	147	208	30	335	134	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	355	0	0	365	152	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.07	1.07
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	5.1

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	135	191	28	308	123	17
Future Vol, veh/h	135	191	28	308	123	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-1	10	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	23	3	0	17	10	12
Mvmt Flow	147	208	30	335	134	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	355	0	646	251
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	395	-
Critical Hdwy	-	-	4.1	-	8.5	7.32
Critical Hdwy Stg 1	-	-	-	-	7.5	-
Critical Hdwy Stg 2	-	-	-	-	7.5	-
Follow-up Hdwy	-	-	2.2	-	3.59	3.408
Pot Cap-1 Maneuver	-	-	1215	-	296	712
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	533	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1215	-	287	712
Mov Cap-2 Maneuver	-	-	-	-	287	-
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	533	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.7	27.4
HCM LOS			D

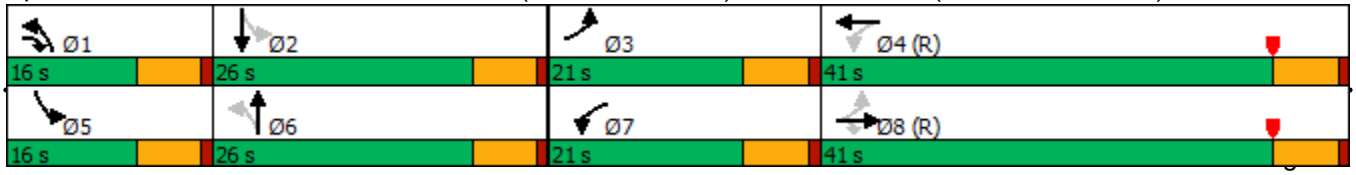
Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1215	-	309
HCM Lane V/C Ratio	-	-	0.025	-	0.492
HCM Control Delay (s)	-	-	8	0	27.4
HCM Lane LOS	-	-	A	A	D
HCM 95th %tile Q(veh)	-	-	0.1	-	2.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	631	321	34	437	59	212	153	62	173	182	125
Future Volume (vph)	204	631	321	34	437	59	212	153	62	173	182	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	10	11	11
Grade (%)		7%			-5%			-2%			3%	
Storage Length (ft)	230		0	115		0	290		0	160		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00							
Frt			0.850		0.982			0.957			0.939	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1464	1672	1255	1542	1657	0	1632	1587	0	1522	1379	0
Flt Permitted	0.166			0.197			0.204			0.434		
Satd. Flow (perm)	256	1672	1255	320	1657	0	350	1587	0	695	1379	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			341		7			17			29	
Link Speed (mph)		40			35			30			30	
Link Distance (ft)		434			857			659			593	
Travel Time (s)		7.4			16.7			15.0			13.5	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	15%	6%	20%	16%	11%	13%	8%	16%	15%	9%	22%	25%
Adj. Flow (vph)	217	671	341	36	465	63	226	163	66	184	194	133
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	671	341	36	528	0	226	229	0	184	327	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.01	1.01	1.01	1.03	0.99	0.99	1.11	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template												
Leading Detector (ft)	35	83	35	35	83		35	83		35	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Detector Phase	3	8	1	7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	16.0	11.0	11.0	16.0		11.0	16.0		11.0	16.0	
Total Split (s)	21.0	41.0	16.0	21.0	41.0		16.0	26.0		16.0	26.0	
Total Split (%)	20.2%	39.4%	15.4%	20.2%	39.4%		15.4%	25.0%		15.4%	25.0%	
Maximum Green (s)	15.0	35.0	10.0	15.0	35.0		10.0	20.0		10.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	
v/c Ratio	0.75	0.86	0.38	0.18	0.89		1.00	0.71		0.67	1.14	
Control Delay	32.5	39.5	2.5	14.6	50.7		92.7	49.7		39.7	131.0	
Queue Delay	0.0	21.3	0.3	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.5	60.7	2.7	14.6	50.7		92.7	49.7		39.7	131.0	
Queue Length 50th (ft)	74	418	0	11	330		~114	133		90	~238	
Queue Length 95th (ft)	#161	#675	39	26	#547		#258	#239		#154	#415	
Internal Link Dist (ft)		354			777			579			513	
Turn Bay Length (ft)	230			115			290			160		
Base Capacity (vph)	312	780	908	336	595		225	322		280	288	
Starvation Cap Reductn	0	124	163	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.70	1.02	0.46	0.11	0.89		1.00	0.71		0.66	1.14	

Intersection Summary
Area Type: Other
Cycle Length: 104
Actuated Cycle Length: 104
Offset: 67 (64%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

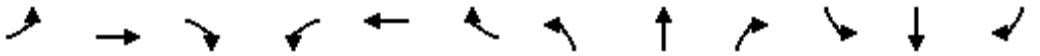
Splits and Phases: 29: NYS Route 100A (Knollwood Road)/NYS Route 100 (Bradhurst Avenue) & NYS Route 100C (Grassl



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	631	321	34	437	59	212	153	62	173	182	125
Future Volume (veh/h)	204	631	321	34	437	59	212	153	62	173	182	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1389	1522	1315	1856	1932	1932	1859	1738	1738	1714	1521	1521
Adj Flow Rate, veh/h	217	671	341	36	465	63	226	163	66	184	194	133
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	15	6	20	16	11	11	8	16	16	9	22	22
Cap, veh/h	301	659	588	154	603	82	239	226	92	292	162	111
Arrive On Green	0.12	0.43	0.43	0.05	0.36	0.36	0.10	0.19	0.19	0.10	0.19	0.19
Sat Flow, veh/h	1323	1522	1112	1768	1665	226	1770	1176	476	1632	841	576
Grp Volume(v), veh/h	217	671	341	36	0	528	226	0	229	184	0	327
Grp Sat Flow(s),veh/h/ln	1323	1522	1112	1768	0	1890	1770	0	1653	1632	0	1417
Q Serve(g_s), s	10.2	45.0	21.7	1.3	0.0	25.7	10.0	0.0	13.5	9.4	0.0	20.0
Cycle Q Clear(g_c), s	10.2	45.0	21.7	1.3	0.0	25.7	10.0	0.0	13.5	9.4	0.0	20.0
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.29	1.00		0.41
Lane Grp Cap(c), veh/h	301	659	588	154	0	685	239	0	318	292	0	273
V/C Ratio(X)	0.72	1.02	0.58	0.23	0.00	0.77	0.94	0.00	0.72	0.63	0.00	1.20
Avail Cap(c_a), veh/h	335	659	588	324	0	685	239	0	318	292	0	273
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.1	29.5	16.6	25.3	0.0	29.3	33.2	0.0	39.4	30.7	0.0	42.0
Incr Delay (d2), s/veh	4.3	36.3	3.4	0.3	0.0	8.2	42.4	0.0	6.7	3.3	0.0	119.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	21.8	5.6	0.5	0.0	12.8	7.4	0.0	6.0	3.9	0.0	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	65.8	20.0	25.6	0.0	37.5	75.5	0.0	46.1	34.0	0.0	161.7
LnGrp LOS	C	F	C	C	A	D	E	A	D	C	A	F
Approach Vol, veh/h		1229			564			455			511	
Approach Delay, s/veh		46.0			36.8			60.7			115.7	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	26.0	18.3	43.7	16.0	26.0	11.0	51.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	20.0	15.0	35.0	10.0	20.0	15.0	35.0
Max Q Clear Time (g_c+I1), s	12.2	22.0	12.2	27.7	11.4	15.5	3.3	47.0
Green Ext Time (p_c), s	0.0	0.0	0.1	1.2	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	59.4
HCM 6th LOS	E

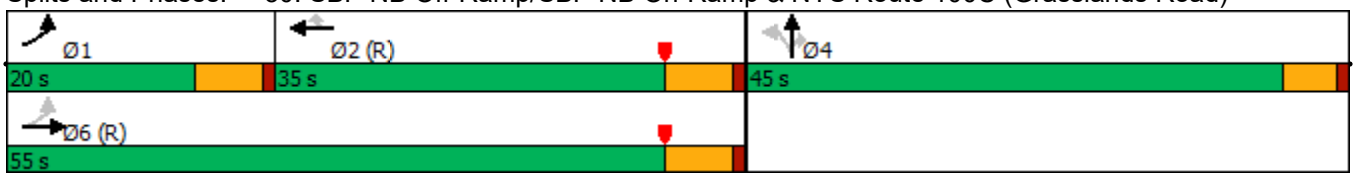


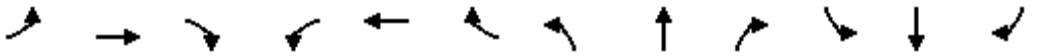
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	697	0	0	675	100	962	0	459	0	0	0
Future Volume (vph)	28	697	0	0	675	100	962	0	459	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		5%			-7%			4%			6%	
Storage Length (ft)	325		0	0		135	0		325	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	86			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt						0.850			0.850			
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1507	3143	0	0	3307	1520	0	1751	1479	0	0	0
Flt Permitted	0.254							0.950				
Satd. Flow (perm)	403	3143	0	0	3307	1484	0	1751	1479	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						91			159			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		444			434			670			395	
Travel Time (s)		7.6			7.4			15.2			9.0	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	9%	12%	0%	0%	13%	10%	1%	0%	7%	0%	0%	0%
Adj. Flow (vph)	29	719	0	0	696	103	992	0	473	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	719	0	0	696	103	0	992	473	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.13	1.03	1.03	0.96	0.96	0.96	1.03	1.03	1.03	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template							Left					
Leading Detector (ft)	35	83			83	35	20	83	35			
Trailing Detector (ft)	-5	-5			-5	-5	0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5	-5	0	-5	-5			
Detector 1 Size(ft)	40	40			40	40	20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		43			43			43				
Detector 2 Size(ft)		40			40			40				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			4				
Permitted Phases	6					2	4		4			
Detector Phase	1	6			2	2	4	4	4			
Switch Phase												
Minimum Initial (s)	2.0	2.0			2.0	2.0	4.0	4.0	4.0			
Minimum Split (s)	8.0	8.0			8.0	8.0	9.0	9.0	9.0			
Total Split (s)	20.0	55.0			35.0	35.0	45.0	45.0	45.0			
Total Split (%)	20.0%	55.0%			35.0%	35.0%	45.0%	45.0%	45.0%			
Maximum Green (s)	14.0	49.0			29.0	29.0	40.0	40.0	40.0			
Yellow Time (s)	5.0	5.0			5.0	5.0	4.0	4.0	4.0			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0	6.0		5.0	5.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.0	0.2			0.2	0.2	4.0	4.0	4.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
v/c Ratio	0.11	0.47			0.51	0.15		1.42	0.69			
Control Delay	10.7	16.4			24.4	6.5		223.5	22.1			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	10.7	16.4			24.4	6.5		223.5	22.1			
Queue Length 50th (ft)	8	196			182	5		~856	164			
Queue Length 95th (ft)	m16	171			246	40		#1098	285			
Internal Link Dist (ft)		364			354			590			315	
Turn Bay Length (ft)	325					135			325			
Base Capacity (vph)	352	1540			1376	670		700	687			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.08	0.47			0.51	0.15		1.42	0.69			

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 30: SBP NB Off-Ramp/SBP NB On-Ramp & NYS Route 100C (Grasslands Road)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	697	0	0	675	100	962	0	459	0	0	0
Future Volume (veh/h)	28	697	0	0	675	100	962	0	459	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1619	1575	0	0	1980	2025	1702	1806	1702			
Adj Flow Rate, veh/h	29	719	0	0	696	103	992	0	473			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	9	12	0	0	13	10	7	0	7			
Cap, veh/h	263	1466	0	0	1554	707	688	0	577			
Arrive On Green	0.02	0.49	0.00	0.00	0.41	0.41	0.40	0.00	0.40			
Sat Flow, veh/h	1542	3071	0	0	3861	1712	1720	0	1442			
Grp Volume(v), veh/h	29	719	0	0	696	103	992	0	473			
Grp Sat Flow(s),veh/h/ln	1542	1496	0	0	1881	1712	1720	0	1442			
Q Serve(g_s), s	1.1	16.1	0.0	0.0	13.3	3.8	40.0	0.0	29.3			
Cycle Q Clear(g_c), s	1.1	16.1	0.0	0.0	13.3	3.8	40.0	0.0	29.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	263	1466	0	0	1554	707	688	0	577			
V/C Ratio(X)	0.11	0.49	0.00	0.00	0.45	0.15	1.44	0.00	0.82			
Avail Cap(c_a), veh/h	453	1466	0	0	1554	707	688	0	577			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.27	0.27	1.00	0.00	1.00			
Uniform Delay (d), s/veh	16.6	17.1	0.0	0.0	21.1	18.3	30.0	0.0	26.8			
Incr Delay (d2), s/veh	0.1	1.2	0.0	0.0	0.3	0.1	207.1	0.0	9.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.4	5.4	0.0	0.0	5.6	1.4	55.4	0.0	11.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	18.3	0.0	0.0	21.4	18.4	237.1	0.0	36.3			
LnGrp LOS	B	B	A	A	C	B	F	A	D			
Approach Vol, veh/h		748			799			1465				
Approach Delay, s/veh		18.2			21.0			172.3				
Approach LOS		B			C			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	7.7	47.3		45.0		55.0			
Change Period (Y+Rc), s	6.0	6.0		5.0		6.0			
Max Green Setting (Gmax), s	4.0	29.0		40.0		49.0			
Max Q Clear Time (g_c+I1), s	3.1	15.3		42.0		18.1			
Green Ext Time (p_c), s	0.0	0.6		0.0		0.6			

Intersection Summary	
HCM 6th Ctrl Delay	93.9
HCM 6th LOS	F

Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	245	220	0	807	1445	192
Future Volume (vph)	245	220	0	807	1445	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-2%			2%	-5%	
Storage Length (ft)	0	90	0			235
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						0.98
Frt		0.850				0.850
Flt Protected	0.950					
Satd. Flow (prot)	1787	1615	0	3191	3558	1379
Flt Permitted	0.950					
Satd. Flow (perm)	1787	1615	0	3191	3558	1351
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		33				94
Link Speed (mph)	30			40	40	
Link Distance (ft)	326			294	397	
Travel Time (s)	7.4			5.0	6.8	
Confl. Peds. (#/hr)						2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	12%	4%	20%
Adj. Flow (vph)	258	232	0	849	1521	202
Shared Lane Traffic (%)						
Lane Group Flow (vph)	258	232	0	849	1521	202
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.97	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	1
Detector Template						
Leading Detector (ft)	35	35		83	83	35
Trailing Detector (ft)	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				43	43	
Detector 2 Size(ft)				40	40	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm		NA	NA	Free
Protected Phases	8			6	2	
Permitted Phases		8		6	2	Free
Detector Phase	8	8		6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0		2.0	2.0	
Minimum Split (s)	10.0	10.0		8.0	8.0	
Total Split (s)	35.0	35.0		65.0	65.0	
Total Split (%)	35.0%	35.0%		65.0%	65.0%	
Maximum Green (s)	30.0	30.0		59.0	59.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0		0.2	0.2	
Recall Mode	None	None		C-Max	C-Max	
v/c Ratio	0.76	0.70		0.38	0.61	0.15
Control Delay	52.6	43.0		6.3	6.1	0.0
Queue Delay	0.0	0.0		0.2	0.2	0.0
Total Delay	52.6	43.0		6.6	6.3	0.0
Queue Length 50th (ft)	157	119		135	171	0
Queue Length 95th (ft)	225	186		205	m262	m0
Internal Link Dist (ft)	246			214	317	
Turn Bay Length (ft)		90				235
Base Capacity (vph)	536	507		2235	2491	1351
Starvation Cap Reductn	0	0		620	0	0
Spillback Cap Reductn	0	2		0	284	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.48	0.46		0.53	0.69	0.15

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 31: NYS Route 100C (Grasslands Road) & SBP SB On/Off Ramps





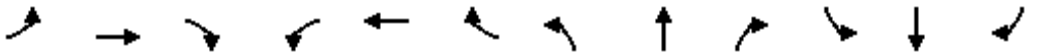
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (veh/h)	245	220	0	807	1445	192
Future Volume (veh/h)	245	220	0	807	1445	192
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1949	1964	0	1699	2037	1796
Adj Flow Rate, veh/h	258	232	0	849	1521	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	1	0	12	4	20
Cap, veh/h	305	274	0	2342	2808	
Arrive On Green	0.16	0.16	0.00	0.73	0.73	0.00
Sat Flow, veh/h	1856	1664	0	3397	3971	1522
Grp Volume(v), veh/h	258	232	0	849	1521	0
Grp Sat Flow(s),veh/h/ln	1856	1664	0	1614	1935	1522
Q Serve(g_s), s	13.5	13.5	0.0	9.8	17.8	0.0
Cycle Q Clear(g_c), s	13.5	13.5	0.0	9.8	17.8	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	305	274	0	2342	2808	
V/C Ratio(X)	0.85	0.85	0.00	0.36	0.54	
Avail Cap(c_a), veh/h	557	499	0	2342	2808	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.97	1.00	0.00
Uniform Delay (d), s/veh	40.6	40.6	0.0	5.1	6.2	0.0
Incr Delay (d2), s/veh	2.5	2.8	0.0	0.4	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	5.7	0.0	2.6	5.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.1	43.4	0.0	5.5	7.0	0.0
LnGrp LOS	D	D	A	A	A	
Approach Vol, veh/h	490			849	1521	A
Approach Delay, s/veh	43.2			5.5	7.0	
Approach LOS	D			A	A	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	78.6				78.6	21.4
Change Period (Y+Rc), s	6.0				6.0	5.0
Max Green Setting (Gmax), s	59.0				59.0	30.0
Max Q Clear Time (g_c+I1), s	19.8				11.8	15.5
Green Ext Time (p_c), s	1.6				0.8	0.9

Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

Notes

Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.



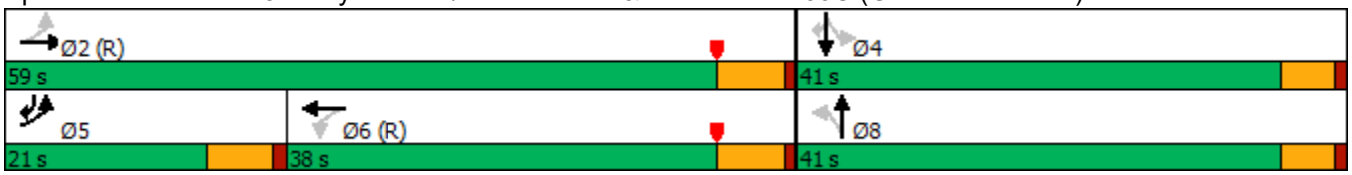
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	702	0	4	1454	207	3	0	2	103	0	45
Future Volume (vph)	118	702	0	4	1454	207	3	0	2	103	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12	15	15	15	13	13	13
Grade (%)		0%			1%			0%			-5%	
Storage Length (ft)	130		0	70		0	0		0	0		90
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	86			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.981			0.946				0.850
Flt Protected	0.950			0.950				0.971			0.950	
Satd. Flow (prot)	1719	3223	0	1676	3380	0	0	1920	0	0	1738	1555
Flt Permitted	0.073			0.376				0.860			0.754	
Satd. Flow (perm)	132	3223	0	663	3380	0	0	1700	0	0	1379	1555
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					16			98				33
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		423			294			305			416	
Travel Time (s)		7.2			5.0			6.9			11.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	12%	0%	0%	4%	6%	0%	0%	0%	10%	0%	10%
Adj. Flow (vph)	122	724	0	4	1499	213	3	0	2	106	0	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	122	724	0	4	1712	0	0	5	0	0	106	46
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.10	1.01	1.01	0.88	0.88	0.88	0.93	0.93	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template							Left			Left		
Leading Detector (ft)	35	83		35	83		20	83		20	83	35
Trailing Detector (ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40		20	40		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

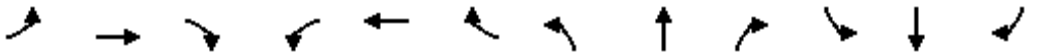
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Minimum Split (s)	8.0	8.0		8.0	8.0		7.0	7.0		7.0	7.0	8.0
Total Split (s)	21.0	59.0		38.0	38.0		41.0	41.0		41.0	41.0	21.0
Total Split (%)	21.0%	59.0%		38.0%	38.0%		41.0%	41.0%		41.0%	41.0%	21.0%
Maximum Green (s)	15.0	53.0		32.0	32.0		36.0	36.0		36.0	36.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0			5.0	6.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	0.2	0.2		0.2	0.2		2.0	2.0		2.0	2.0	0.2
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	None
v/c Ratio	0.69	0.29		0.01	0.77			0.02			0.63	0.12
Control Delay	29.9	4.2		5.0	10.3			0.2			57.1	13.5
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	29.9	4.2		5.0	10.3			0.2			57.1	13.5
Queue Length 50th (ft)	16	58		0	391			0			65	7
Queue Length 95th (ft)	76	104		m1	541			0			114	32
Internal Link Dist (ft)		343			214			225			336	
Turn Bay Length (ft)	130			70								90
Base Capacity (vph)	339	2473		436	2232			674			496	524
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	83		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.36	0.30		0.01	0.77			0.01			0.21	0.09

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 32: Taylor Road/Woods Road & NYS Route 100C (Grasslands Road)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	702	0	4	1454	207	3	0	2	103	0	45
Future Volume (veh/h)	118	702	0	4	1454	207	3	0	2	103	0	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1722	1722	1894	1835	1835	1976	1976	1976	2181	2181	2024
Adj Flow Rate, veh/h	122	724	0	4	1499	213	3	0	2	106	0	46
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	12	12	0	4	4	0	0	0	0	0	10
Cap, veh/h	253	2629	0	594	2170	304	79	14	24	214	0	212
Arrive On Green	0.04	0.80	0.00	0.71	0.71	0.71	0.09	0.00	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1739	3358	0	739	3070	430	243	167	274	1636	0	1716
Grp Volume(v), veh/h	122	724	0	4	842	870	5	0	0	106	0	46
Grp Sat Flow(s),veh/h/ln	1739	1636	0	739	1743	1757	684	0	0	1636	0	1716
Q Serve(g_s), s	1.8	5.6	0.0	0.2	27.4	28.8	0.0	0.0	0.0	0.0	0.0	2.4
Cycle Q Clear(g_c), s	1.8	5.6	0.0	0.2	27.4	28.8	6.4	0.0	0.0	6.3	0.0	2.4
Prop In Lane	1.00		0.00	1.00		0.24	0.60		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	253	2629	0	594	1232	1242	117	0	0	214	0	212
V/C Ratio(X)	0.48	0.28	0.00	0.01	0.68	0.70	0.04	0.00	0.00	0.50	0.00	0.22
Avail Cap(c_a), veh/h	449	2629	0	594	1232	1242	533	0	0	665	0	681
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.74	0.74	0.74	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.4	2.5	0.0	4.3	8.3	8.5	42.0	0.0	0.0	44.6	0.0	39.5
Incr Delay (d2), s/veh	0.5	0.3	0.0	0.0	2.3	2.5	0.1	0.0	0.0	0.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.1	0.0	0.0	8.6	9.2	0.1	0.0	0.0	2.6	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	2.7	0.0	4.3	10.6	11.0	42.0	0.0	0.0	45.3	0.0	39.7
LnGrp LOS	B	A	A	A	B	B	D	A	A	D	A	D
Approach Vol, veh/h		846			1716			5			152	
Approach Delay, s/veh		4.1			10.8			42.0			43.6	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	86.3		13.7	9.7	76.7		13.7					
Change Period (Y+Rc), s	6.0		5.0	6.0	6.0		5.0					
Max Green Setting (Gmax), s	53.0		36.0	15.0	32.0		36.0					
Max Q Clear Time (g_c+I1), s	7.6		8.3	3.8	30.8		8.4					
Green Ext Time (p_c), s	0.6		0.4	0.0	0.4		0.0					

Intersection Summary												
HCM 6th Ctrl Delay		10.6										
HCM 6th LOS		B										

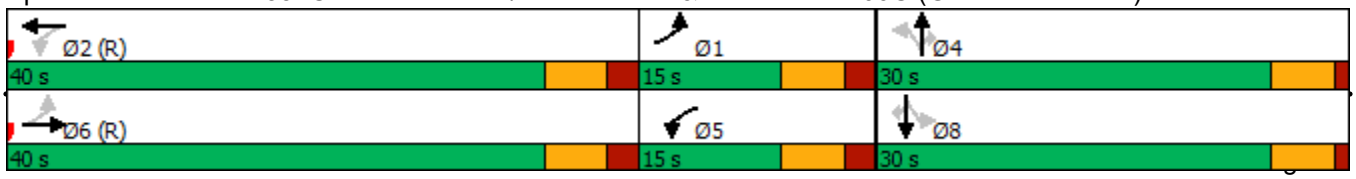
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	562	60	254	1066	183	28	14	130	128	32	15
Future Volume (vph)	57	562	60	254	1066	183	28	14	130	128	32	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	15
Grade (%)		3%			-2%			2%			0%	
Storage Length (ft)	230		0	255		0	0		190	100		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor									0.99		1.00	
Frt		0.985			0.978				0.850			0.850
Flt Protected	0.950			0.950				0.968			0.961	
Satd. Flow (prot)	1778	1716	0	1753	1802	0	0	1552	1454	0	1746	1645
Flt Permitted	0.094			0.237				0.751			0.738	
Satd. Flow (perm)	176	1716	0	437	1802	0	0	1204	1435	0	1340	1645
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			12				140			116
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		475			454			313			254	
Travel Time (s)		8.1			7.7			7.1			6.9	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	2%	4%	4%	5%	22%	8%	10%	4%	7%	8%
Adj. Flow (vph)	61	604	65	273	1146	197	30	15	140	138	34	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	669	0	273	1343	0	0	45	140	0	172	16
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	0.99	0.99	0.99	1.01	1.01	1.01	1.00	1.00	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	83
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	-5	-5
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43		43	43			43	43		43	43
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.0	16.0		9.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	15.0	40.0		15.0	40.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	17.6%	47.1%		17.6%	47.1%		35.3%	35.3%	35.3%	35.3%	35.3%	35.3%
Maximum Green (s)	9.0	34.0		9.0	34.0		25.0	25.0	25.0	25.0	25.0	25.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
v/c Ratio	0.23	0.76		0.66	1.35			0.21	0.37		0.71	0.04
Control Delay	14.8	25.2		23.9	187.8			29.5	7.9		47.9	0.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	14.8	25.2		23.9	187.8			29.5	7.9		47.9	0.2
Queue Length 50th (ft)	9	266		46	~996			21	0		87	0
Queue Length 95th (ft)	27	#537		#119	#1333			45	42		140	0
Internal Link Dist (ft)		395			374			233			174	
Turn Bay Length (ft)	230			255					190			
Base Capacity (vph)	278	884		415	993			354	520		394	565
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.22	0.76		0.66	1.35			0.13	0.27		0.44	0.03

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 33: Clearbrook Road/Walker Road & NYS Route 100C (Grasslands Road)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	562	60	254	1066	183	28	14	130	128	32	15
Future Volume (veh/h)	57	562	60	254	1066	183	28	14	130	128	32	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1728	1728	1919	1919	1919	1758	1758	1728	1796	1796	1853
Adj Flow Rate, veh/h	61	604	65	273	1146	197	30	15	0	138	34	16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	8	8	4	4	4	8	8	10	7	7	8
Cap, veh/h	496	613	66	520	638	110	108	39		253	43	260
Arrive On Green	0.23	0.40	0.40	0.23	0.40	0.40	0.17	0.17	0.00	0.17	0.17	0.17
Sat Flow, veh/h	1759	1534	165	1827	1595	274	225	237	1465	1062	262	1565
Grp Volume(v), veh/h	61	0	669	273	0	1343	45	0	0	172	0	16
Grp Sat Flow(s),veh/h/ln	1759	0	1699	1827	0	1869	462	0	1465	1323	0	1565
Q Serve(g_s), s	0.0	0.0	33.1	6.4	0.0	34.0	1.4	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	0.0	0.0	33.1	6.4	0.0	34.0	12.1	0.0	0.0	10.7	0.0	0.7
Prop In Lane	1.00		0.10	1.00		0.15	0.67		1.00	0.80		1.00
Lane Grp Cap(c), veh/h	496	0	679	520	0	748	147	0		296	0	260
V/C Ratio(X)	0.12	0.00	0.98	0.53	0.00	1.80	0.31	0.00		0.58	0.00	0.06
Avail Cap(c_a), veh/h	496	0	679	520	0	748	326	0		477	0	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	25.2	26.3	0.0	25.5	34.8	0.0	0.0	34.0	0.0	29.8
Incr Delay (d2), s/veh	0.0	0.0	31.0	0.5	0.0	363.6	0.4	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	17.8	4.4	0.0	89.0	0.9	0.0	0.0	3.4	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	56.2	26.8	0.0	389.1	35.2	0.0	0.0	34.7	0.0	29.9
LnGrp LOS	C	A	E	C	A	F	D	A		C	A	C
Approach Vol, veh/h		730			1616			45	A		188	
Approach Delay, s/veh		53.6			327.9			35.2			34.3	
Approach LOS		D			F			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.9	40.0		19.1	25.9	40.0		19.1				
Change Period (Y+Rc), s	6.0	6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s	9.0	34.0		25.0	9.0	34.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	36.0		14.1	8.4	35.1		12.7				
Green Ext Time (p_c), s	0.1	0.0		0.1	0.1	0.0		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	223.8
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	23	87	2	546	105	342
Future Volume (vph)	23	87	2	546	105	342
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	14
Grade (%)	0%			-1%	6%	
Storage Length (ft)	0	50	0			75
Storage Lanes	1	0	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.893					0.850
Flt Protected	0.990					
Satd. Flow (prot)	1666	0	0	3557	1739	1671
Flt Permitted	0.990					
Satd. Flow (perm)	1666	0	0	3557	1739	1671
Link Speed (mph)	30			30	30	
Link Distance (ft)	295			565	540	
Travel Time (s)	6.7			12.8	12.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	0%	0%	2%	6%	0%
Adj. Flow (vph)	26	99	2	620	119	389
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	0	622	119	389
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	0.96
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

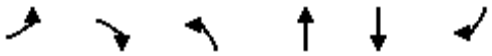
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	87	2	546	105	342
Future Vol, veh/h	23	87	2	546	105	342
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Yield
Storage Length	0	-	-	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-1	6	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	0	0	2	6	0
Mvmt Flow	26	99	2	620	119	389

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	433	-	119	0	-	0
Stage 1	119	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Critical Hdwy	6.66	-	4.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.538	-	2.2	-	-	-
Pot Cap-1 Maneuver	561	0	1482	-	-	-
Stage 1	900	0	-	-	-	-
Stage 2	709	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	560	-	1482	-	-	-
Mov Cap-2 Maneuver	560	-	-	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	709	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1482	-	560	-	-
HCM Lane V/C Ratio	0.002	-	0.047	-	-
HCM Control Delay (s)	7.4	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	292	548	176	16
Future Volume (vph)	0	0	292	548	176	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	11	11	11	11
Grade (%)	7%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.988	
Flt Protected				0.983		
Satd. Flow (prot)	0	2017	0	1785	1720	0
Flt Permitted				0.983		
Satd. Flow (perm)	0	2017	0	1785	1720	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	707			851	724	
Travel Time (s)	16.1			14.5	12.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	1%	6%	0%
Adj. Flow (vph)	0	0	321	602	193	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	923	211	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.92	0.92	1.05	1.05	1.04	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

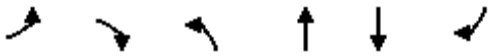
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	292	548	176	16
Future Vol, veh/h	0	0	292	548	176	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	7	-	-	1	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	1	6	0
Mvmt Flow	0	0	321	602	193	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	202	211	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	811	1372	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	811	1372	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	2.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1372	-	-	-	-
HCM Lane V/C Ratio	0.234	-	-	-	-
HCM Control Delay (s)	8.4	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-	-

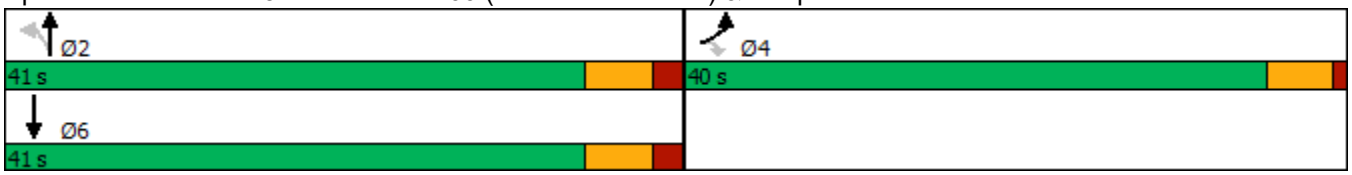


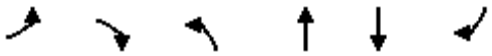
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	584	61	194	256	85	91
Future Volume (vph)	584	61	194	256	85	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	5%			2%	-1%	
Storage Length (ft)	115	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	86		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.930	
Flt Protected	0.950			0.979		
Satd. Flow (prot)	1760	1312	0	1719	1645	0
Flt Permitted	0.950			0.765		
Satd. Flow (perm)	1760	1312	0	1343	1645	0
Right Turn on Red		Yes				No
Satd. Flow (RTOR)		73				
Link Speed (mph)	25			40	40	
Link Distance (ft)	301			870	851	
Travel Time (s)	8.2			14.8	14.5	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	20%	3%	4%	8%	1%
Adj. Flow (vph)	695	73	231	305	101	108
Shared Lane Traffic (%)						
Lane Group Flow (vph)	695	73	0	536	209	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	1	2	2	
Detector Template			Left			
Leading Detector (ft)	83	83	20	83	83	
Trailing Detector (ft)	-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	
Detector 2 Size(ft)	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	
Minimum Split (s)	10.0	10.0	16.0	16.0	16.0	
Total Split (s)	40.0	40.0	41.0	41.0	41.0	
Total Split (%)	49.4%	49.4%	50.6%	50.6%	50.6%	
Maximum Green (s)	35.0	35.0	35.0	35.0	35.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	3.0	3.0	3.0	
Recall Mode	None	None	Min	Min	Min	
v/c Ratio	0.93	0.12		0.93	0.30	
Control Delay	42.8	4.3		47.3	16.2	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	42.8	4.3		47.3	16.2	
Queue Length 50th (ft)	319	0		248	66	
Queue Length 95th (ft)	#478	20		#400	106	
Internal Link Dist (ft)	221			790	771	
Turn Bay Length (ft)	115					
Base Capacity (vph)	815	646		622	761	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.85	0.11		0.86	0.27	

Intersection Summary	
Area Type:	Other
Cycle Length: 81	
Actuated Cycle Length: 76.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: NYS Route 100 (Bradhurst Avenue) & Hospital Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	584	61	194	256	85	91
Future Volume (veh/h)	584	61	194	256	85	91
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1753	1456	1817	1817	1819	1819
Adj Flow Rate, veh/h	695	73	231	305	101	108
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	20	4	4	8	8
Cap, veh/h	720	532	283	314	348	372
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1669	1234	506	725	804	860
Grp Volume(v), veh/h	695	73	536	0	0	209
Grp Sat Flow(s),veh/h/ln	1669	1234	1231	0	0	1664
Q Serve(g_s), s	32.8	2.9	28.4	0.0	0.0	6.6
Cycle Q Clear(g_c), s	32.8	2.9	35.0	0.0	0.0	6.6
Prop In Lane	1.00	1.00	0.43			0.52
Lane Grp Cap(c), veh/h	720	532	596	0	0	720
V/C Ratio(X)	0.97	0.14	0.90	0.00	0.00	0.29
Avail Cap(c_a), veh/h	722	534	596	0	0	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	22.4	13.9	25.4	0.0	0.0	14.9
Incr Delay (d2), s/veh	24.9	0.0	16.5	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.0	0.8	12.0	0.0	0.0	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.3	13.9	41.9	0.0	0.0	15.1
LnGrp LOS	D	B	D	A	A	B
Approach Vol, veh/h	768			536	209	
Approach Delay, s/veh	44.1			41.9	15.1	
Approach LOS	D			D	B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	41.0		39.9		41.0
Change Period (Y+Rc), s	6.0		5.0		6.0
Max Green Setting (Gmax), s	35.0		35.0		35.0
Max Q Clear Time (g_c+I1), s	37.0		34.8		8.6
Green Ext Time (p_c), s	0.0		0.1		1.0

Intersection Summary		
HCM 6th Ctrl Delay	39.3	
HCM 6th LOS	D	

Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	268	68	109	37	11	183
Future Volume (vph)	268	68	109	37	11	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	6%		1%			-4%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.966			
Flt Protected	0.950					0.997
Satd. Flow (prot)	1717	1567	1579	0	0	1758
Flt Permitted	0.950					0.997
Satd. Flow (perm)	1717	1567	1579	0	0	1758
Link Speed (mph)	30		40			40
Link Distance (ft)	146		870			216
Travel Time (s)	3.3		14.8			3.7
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	2%	0%	9%	20%	10%	6%
Adj. Flow (vph)	377	96	154	52	15	258
Shared Lane Traffic (%)						
Lane Group Flow (vph)	377	96	206	0	0	273
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.05	1.05	1.02	1.02
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	16

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	268	68	109	37	11	183
Future Vol, veh/h	268	68	109	37	11	183
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	6	-	1	-	-	-4
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	2	0	9	20	10	6
Mvmt Flow	377	96	154	52	15	258

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	468	180	0	0	206	0
Stage 1	180	-	-	-	-	-
Stage 2	288	-	-	-	-	-
Critical Hdwy	7.62	6.8	-	-	4.2	-
Critical Hdwy Stg 1	6.62	-	-	-	-	-
Critical Hdwy Stg 2	6.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.29	-
Pot Cap-1 Maneuver	474	842	-	-	1319	-
Stage 1	801	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	468	842	-	-	1319	-
Mov Cap-2 Maneuver	468	-	-	-	-	-
Stage 1	791	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	32	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	1319	-	468	842	-	-
HCM Lane V/C Ratio	0.012	-	0.807	0.114	-	-
HCM Control Delay (s)	7.8	0	37.6	9.8	-	-
HCM Lane LOS	A	A	E	A	-	-
HCM 95th %tile Q(veh)	0	-	7.5	0.4	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	365	0	0	285	112	279
Future Volume (vph)	365	0	0	285	112	279
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	12	12
Grade (%)	5%			-5%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.904	
Flt Protected					0.986	
Satd. Flow (prot)	1841	0	0	1891	1663	0
Flt Permitted					0.986	
Satd. Flow (perm)	1841	0	0	1891	1663	0
Link Speed (mph)	25			25	30	
Link Distance (ft)	322			301	733	
Travel Time (s)	8.8			8.2	16.7	
Confl. Peds. (#/hr)		5	5		5	5
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	4%	0%	0%	3%	1%	0%
Adj. Flow (vph)	451	0	0	352	138	344
Shared Lane Traffic (%)						
Lane Group Flow (vph)	451	0	0	352	482	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.97	0.97	1.02	1.02
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	31.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↾	
Traffic Vol, veh/h	365	0	0	285	112	279
Future Vol, veh/h	365	0	0	285	112	279
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	3	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	4	0	0	3	1	0
Mvmt Flow	451	0	0	352	138	344

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	808	456
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	357	-
Critical Hdwy	-	-	-	-	7.01	6.5
Critical Hdwy Stg 1	-	-	-	-	6.01	-
Critical Hdwy Stg 2	-	-	-	-	6.01	-
Follow-up Hdwy	-	-	-	-	3.509	3.3
Pot Cap-1 Maneuver	-	0	0	-	307	586
Stage 1	-	0	0	-	597	-
Stage 2	-	0	0	-	669	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	305	584
Mov Cap-2 Maneuver	-	-	-	-	305	-
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	83.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	463	-	-
HCM Lane V/C Ratio	1.043	-	-
HCM Control Delay (s)	83.5	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	14.7	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	365	330	144	253	0	0
Future Volume (vph)	365	330	144	253	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12
Grade (%)	5%			-5%	1%	
Storage Length (ft)		0	115		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			86		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.936					
Flt Protected			0.950			
Satd. Flow (prot)	1642	0	1788	1873	0	1890
Flt Permitted			0.950			
Satd. Flow (perm)	1642	0	1788	1873	0	1890
Link Speed (mph)	25			25	30	
Link Distance (ft)	240			322	1098	
Travel Time (s)	6.5			8.8	25.0	
Confl. Peds. (#/hr)		6	6		6	6
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	4%	0%	0%	4%	0%	0%
Adj. Flow (vph)	462	418	182	320	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	880	0	182	320	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.08	1.08	1.01	0.97	1.01	1.01
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

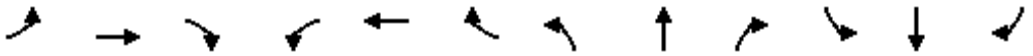
Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	365	330	144	253	0	0
Future Vol, veh/h	365	330	144	253	0	0
Conflicting Peds, #/hr	0	6	6	0	6	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	1	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	4	0	0	4	0	0
Mvmt Flow	462	418	182	320	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	886	0	-	683
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	773	-	0	444
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	769	-	-	440
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	769	-
HCM Lane V/C Ratio	-	-	-	0.237	-
HCM Control Delay (s)	0	-	-	11.1	-
HCM Lane LOS	A	-	-	B	-
HCM 95th %tile Q(veh)	-	-	-	0.9	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	386	17	129	123	0	32	0	310	0	0	0
Future Volume (vph)	0	386	17	129	123	0	32	0	310	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	10	12	12	15	15	15	12	12	12
Grade (%)		3%			-5%			0%			0%	
Storage Length (ft)	0		0	90		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.994						0.878				
Flt Protected				0.950				0.995				
Satd. Flow (prot)	0	1871	0	1676	1855	0	0	1761	0	0	1863	0
Flt Permitted				0.950				0.995				
Satd. Flow (perm)	0	1871	0	1676	1855	0	0	1761	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		431			240			931			449	
Travel Time (s)		11.8			6.5			25.4			12.2	
Confl. Peds. (#/hr)	1		6	5			6		5			1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	2%	2%	19%	3%	5%	2%	10%	2%	3%	2%	2%	2%
Adj. Flow (vph)	0	489	22	163	156	0	41	0	392	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	511	0	163	156	0	0	433	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.98	0.98	0.98	1.06	0.97	0.97	0.88	0.88	0.88	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	23.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	386	17	129	123	0	32	0	310	0	0	0
Future Vol, veh/h	0	386	17	129	123	0	32	0	310	0	0	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	2	2	19	3	5	2	10	2	3	2	2	2
Mvmt Flow	0	489	22	163	156	0	41	0	392	0	0	0
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	32.4	13	21.4	0
HCM LOS	D	B	C	-

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	9%	0%	100%	0%	0%
Vol Thru, %	0%	96%	0%	100%	100%
Vol Right, %	91%	4%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	342	403	129	123	0
LT Vol	32	0	129	0	0
Through Vol	0	386	0	123	0
RT Vol	310	17	0	0	0
Lane Flow Rate	433	510	163	156	0
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.698	0.837	0.332	0.296	0
Departure Headway (Hd)	5.803	5.91	7.325	6.848	7.588
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	619	607	493	528	0
Service Time	3.893	3.997	5.025	4.548	5.601
HCM Lane V/C Ratio	0.7	0.84	0.331	0.295	0
HCM Control Delay	21.4	32.4	13.6	12.4	10.6
HCM Lane LOS	C	D	B	B	N
HCM 95th-tile Q	5.6	8.9	1.4	1.2	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	345	9	31	124	0	34	0	57	0	0	0
Future Volume (vph)	0	345	9	31	124	0	34	0	57	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	15	15	12	15	12	12	12	12
Grade (%)		2%			-2%			0%			0%	
Storage Length (ft)	0		200	100		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.915				
Flt Protected				0.950				0.982				
Satd. Flow (prot)	0	2009	1567	1787	1991	0	0	1841	0	0	1863	0
Flt Permitted				0.950				0.982				
Satd. Flow (perm)	0	2009	1567	1787	1991	0	0	1841	0	0	1863	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		690			431			173			302	
Travel Time (s)		18.8			11.8			3.9			6.9	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	2%	3%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	437	11	39	157	0	43	0	72	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	437	11	39	157	0	0	115	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	1.01	0.99	0.87	0.87	1.00	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	345	9	31	124	0	34	0	57	0	0	0
Future Vol, veh/h	0	345	9	31	124	0	34	0	57	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	3	2	2	6	2	2	2	2	2	2	2
Mvmt Flow	0	437	11	39	157	0	43	0	72	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	157	0	0	448	0	0	672	672	437	678	683	157
Stage 1	-	-	-	-	-	-	437	437	-	235	235	-
Stage 2	-	-	-	-	-	-	235	235	-	443	448	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1423	-	-	1112	-	-	370	377	620	366	372	889
Stage 1	-	-	-	-	-	-	598	579	-	768	710	-
Stage 2	-	-	-	-	-	-	768	710	-	594	573	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1423	-	-	1112	-	-	360	364	620	315	359	889
Mov Cap-2 Maneuver	-	-	-	-	-	-	360	364	-	315	359	-
Stage 1	-	-	-	-	-	-	598	579	-	768	685	-
Stage 2	-	-	-	-	-	-	741	685	-	525	573	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	9.2	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	964	1423	-	-	1112	-	-	-
HCM Lane V/C Ratio	0.119	-	-	-	0.035	-	-	-
HCM Control Delay (s)	9.2	0	-	-	8.4	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	-



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	355	158	0
Future Volume (vph)	0	0	0	355	158	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	15	15
Grade (%)	0%			3%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1999	2001	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1999	2001	0
Link Speed (mph)	30			25	25	
Link Distance (ft)	964			491	690	
Travel Time (s)	21.9			13.4	18.8	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	2%	2%	2%	3%	6%	2%
Adj. Flow (vph)	0	0	0	449	200	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	449	200	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.90	0.90	0.86	0.86
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	355	158	0
Future Vol, veh/h	0	0	0	355	158	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	3	-3	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	3	6	2
Mvmt Flow	0	0	0	449	200	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	649	200	200	0	-	0
Stage 1	200	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	434	841	1372	-	-	-
Stage 1	834	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	434	841	1372	-	-	-
Mov Cap-2 Maneuver	434	-	-	-	-	-
Stage 1	834	-	-	-	-	-
Stage 2	643	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1372	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	487		964			375
Travel Time (s)	11.1		21.9			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	429		375			357
Travel Time (s)	9.8		8.5			8.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

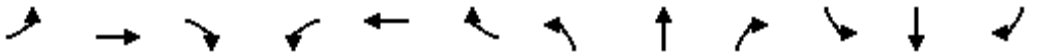
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1370	0	0	552	2	0	0	0	19	0	26
Future Volume (vph)	5	1370	0	0	552	2	0	0	0	19	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	12	12	12	12	15	12
Grade (%)		-1%			4%			-8%			0%	
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt											0.923	
Flt Protected											0.979	
Satd. Flow (prot)	0	3372	0	0	2923	0	0	1937	1937	0	1852	0
Flt Permitted											0.979	
Satd. Flow (perm)	0	3372	0	0	2923	0	0	1937	1937	0	1852	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		635			957			571			158	
Travel Time (s)		9.6			14.5			13.0			3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	4%	2%	2%	13%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	5	1489	0	0	600	2	0	0	0	21	0	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1494	0	0	602	0	0	0	0	0	49	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.12	1.12	1.12	0.95	0.95	0.95	1.00	0.88	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

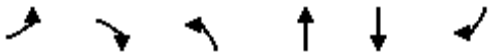
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	5	1370	0	0	552	2	0	0	0	19	0	26
Future Vol, veh/h	5	1370	0	0	552	2	0	0	0	19	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	4	-	-	-8	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	4	2	2	13	2	2	2	2	2	2	2
Mvmt Flow	5	1489	0	0	600	2	0	0	0	21	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	602	0	0	1489	0	0	1799	2101	745	1356	2100	301
Stage 1	-	-	-	-	-	-	1499	1499	-	601	601	-
Stage 2	-	-	-	-	-	-	300	602	-	755	1499	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.94	4.94	6.14	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	4.94	3.94	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.94	3.94	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	971	-	-	447	-	-	112	130	421	108	51	695
Stage 1	-	-	-	-	-	-	249	358	-	454	488	-
Stage 2	-	-	-	-	-	-	782	636	-	367	184	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	971	-	-	447	-	-	105	126	421	106	49	695
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	126	-	106	49	-
Stage 1	-	-	-	-	-	-	242	347	-	440	488	-
Stage 2	-	-	-	-	-	-	750	636	-	356	178	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	27.5
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	971	-	-	447	-	-	208
HCM Lane V/C Ratio	-	-	0.006	-	-	-	-	-	0.235
HCM Control Delay (s)	0	0	8.7	0.1	-	0	-	-	27.5
HCM Lane LOS	A	A	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	-	-	0	-	-	0	-	-	0.9



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	98	63	504	358	12
Future Volume (vph)	14	98	63	504	358	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Grade (%)	-4%			-4%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.882				0.996	
Flt Protected	0.994			0.994		
Satd. Flow (prot)	1756	0	0	1830	1768	0
Flt Permitted	0.994			0.994		
Satd. Flow (perm)	1756	0	0	1830	1768	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	380			540	375	
Travel Time (s)	8.6			12.3	8.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	16	110	71	566	402	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	126	0	0	637	415	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.93	0.93	1.02	1.02	1.07	1.07
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	98	63	504	358	12
Future Vol, veh/h	14	98	63	504	358	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-4	-	-	-4	3	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	16	110	71	566	402	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1117	409	415	0	-	0
Stage 1	409	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Critical Hdwy	5.6	5.8	4.1	-	-	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	297	677	1155	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	270	677	1155	-	-	-
Mov Cap-2 Maneuver	270	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	576	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1155	-	570	-	-
HCM Lane V/C Ratio	0.061	-	0.221	-	-
HCM Control Delay (s)	8.3	0	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	8	3	16	3	2	7	551	16	5	406	12
Future Volume (vph)	1	8	3	16	3	2	7	551	16	5	406	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)		-8%			-3%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.988			0.996			0.996	
Flt Protected		0.996			0.962			0.999			0.999	
Satd. Flow (prot)	0	1780	0	0	1711	0	0	1812	0	0	1788	0
Flt Permitted		0.996			0.962			0.999			0.999	
Satd. Flow (perm)	0	1780	0	0	1711	0	0	1812	0	0	1788	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		267			338			126			244	
Travel Time (s)		6.1			7.7			2.9			5.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	2%	2%	9%
Adj. Flow (vph)	1	9	3	18	3	2	8	633	18	6	467	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	23	0	0	659	0	0	487	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.07	1.07	1.07	1.02	1.02	1.02	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	8	3	16	3	2	7	551	16	5	406	12
Future Vol, veh/h	1	8	3	16	3	2	7	551	16	5	406	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-8	-	-	-3	-	-	-4	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	2	2	9
Mvmt Flow	1	9	3	18	3	2	8	633	18	6	467	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1147	1153	474	1150	1151	642	481	0	0	651	0	0
Stage 1	486	486	-	658	658	-	-	-	-	-	-	-
Stage 2	661	667	-	492	493	-	-	-	-	-	-	-
Critical Hdwy	5.5	4.9	5.4	6.5	5.9	5.9	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	4.5	3.9	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.5	3.9	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	296	332	661	214	242	504	1092	-	-	935	-	-
Stage 1	703	688	-	510	518	-	-	-	-	-	-	-
Stage 2	610	619	-	610	598	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	287	325	661	205	237	504	1092	-	-	935	-	-
Mov Cap-2 Maneuver	287	325	-	205	237	-	-	-	-	-	-	-
Stage 1	695	682	-	504	512	-	-	-	-	-	-	-
Stage 2	596	612	-	593	593	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.2	23.2	0.1	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1092	-	-	368	222	935	-	-
HCM Lane V/C Ratio	0.007	-	-	0.037	0.109	0.006	-	-
HCM Control Delay (s)	8.3	0	-	15.2	23.2	8.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	8	4	170	24	16	3	418	156	28	279	6
Future Volume (vph)	4	8	4	170	24	16	3	418	156	28	279	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)		-10%			1%			-4%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.990			0.964			0.997	
Flt Protected		0.988			0.961						0.996	
Satd. Flow (prot)	0	1674	0	0	1656	0	0	1763	0	0	1765	0
Flt Permitted		0.988			0.961						0.996	
Satd. Flow (perm)	0	1674	0	0	1656	0	0	1763	0	0	1765	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		384			403			244			1071	
Travel Time (s)		8.7			9.2			5.5			24.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	12%	0%	1%	0%	7%	0%	3%	1%	0%	2%	0%
Adj. Flow (vph)	4	9	4	189	27	18	3	464	173	31	310	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	234	0	0	640	0	0	348	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.10	1.10	1.10	1.02	1.02	1.02	1.07	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	20

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	8	4	170	24	16	3	418	156	28	279	6
Future Vol, veh/h	4	8	4	170	24	16	3	418	156	28	279	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-10	-	-	1	-	-	-4	-	-	3	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	12	0	1	0	7	0	3	1	0	2	0
Mvmt Flow	4	9	4	189	27	18	3	464	173	31	310	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	955	1019	314	939	936	551	317	0	0	637	0	0
Stage 1	376	376	-	557	557	-	-	-	-	-	-	-
Stage 2	579	643	-	382	379	-	-	-	-	-	-	-
Critical Hdwy	5.1	4.62	5.2	7.31	6.7	6.37	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	4.1	3.62	-	6.31	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.1	3.62	-	6.31	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.108	3.3	3.509	4	3.363	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	208	401	798	233	254	517	1255	-	-	956	-	-
Stage 1	800	738	-	501	500	-	-	-	-	-	-	-
Stage 2	696	648	-	629	605	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	249	384	798	220	243	517	1255	-	-	956	-	-
Mov Cap-2 Maneuver	249	384	-	220	243	-	-	-	-	-	-	-
Stage 1	797	709	-	499	498	-	-	-	-	-	-	-
Stage 2	634	645	-	594	581	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.8	104.2	0	0.8
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1255	-	-	429	233	956	-	-
HCM Lane V/C Ratio	0.003	-	-	0.041	1.001	0.033	-	-
HCM Control Delay (s)	7.9	0	-	13.8	104.2	8.9	0	-
HCM Lane LOS	A	A	-	B	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	9.4	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	98	8	272	131	0	217
Future Volume (vph)	98	8	272	131	0	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Grade (%)	7%		-10%			4%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.956			
Flt Protected	0.956					
Satd. Flow (prot)	1662	0	1772	0	0	1886
Flt Permitted	0.956					
Satd. Flow (perm)	1662	0	1772	0	0	1886
Link Speed (mph)	30		30			30
Link Distance (ft)	502		1071			320
Travel Time (s)	11.4		24.3			7.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	5%	2%	0%	2%
Adj. Flow (vph)	111	9	309	149	0	247
Shared Lane Traffic (%)						
Lane Group Flow (vph)	120	0	458	0	0	247
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	0.98	0.98	0.98	0.98
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	98	8	272	131	0	217
Future Vol, veh/h	98	8	272	131	0	217
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	7	-	-10	-	-	4
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	0	5	2	0	2
Mvmt Flow	111	9	309	149	0	247

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	631	384	0	0	458	0
Stage 1	384	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	7.81	6.9	-	-	4.1	-
Critical Hdwy Stg 1	6.81	-	-	-	-	-
Critical Hdwy Stg 2	6.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	349	620	-	-	1114	-
Stage 1	595	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	349	620	-	-	1114	-
Mov Cap-2 Maneuver	349	-	-	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.9	0	0
HCM LOS	C		

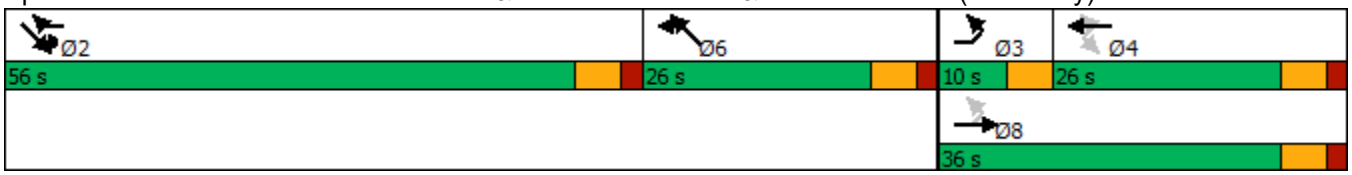
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	361	1114	-
HCM Lane V/C Ratio	-	-	0.334	-	-
HCM Control Delay (s)	-	-	19.9	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.4	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	142	5	29	108	363	461	20	4	1	47	19
Future Volume (vph)	0	142	5	29	108	363	461	20	4	1	47	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	13	11	12	12	12	14	14	14
Grade (%)		-5%			0%			0%			-4%	
Storage Length (ft)	0		0	0		60	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.996				0.850		0.999			0.961	
Flt Protected					0.989			0.955			0.999	
Satd. Flow (prot)	0	1901	0	0	1942	1501	0	1796	0	0	1957	0
Flt Permitted					0.914			0.955			0.999	
Satd. Flow (perm)	0	1901	0	0	1793	1501	0	1796	0	0	1957	0
Right Turn on Red			No			No			No			Yes
Satd. Flow (RTOR)											15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		502			183			594			399	
Travel Time (s)		11.4			4.2			13.5			9.1	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	0%	4%	1%	0%	0%	0%	2%	0%
Adj. Flow (vph)	0	146	5	30	111	374	475	21	4	1	48	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	151	0	0	141	374	0	500	0	0	69	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.96	0.96	1.04	1.00	1.00	1.00	0.89	0.89	0.89
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83	35	20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5	-5	0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5	-5	0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40	40	20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	3	8			4	2	2	2		6	6	
Permitted Phases	8			4		4						
Detector Phase	3	8		4	4	2	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	10.0	36.0		26.0	26.0	56.0	56.0	56.0		26.0	26.0	
Total Split (%)	8.5%	30.5%		22.0%	22.0%	47.5%	47.5%	47.5%		22.0%	22.0%	
Maximum Green (s)	6.0	30.0		20.0	20.0	50.0	50.0	50.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0	3.0	3.0	3.0		2.0	2.0	
Recall Mode	None	None		Max	Max	None	None	None		None	None	
v/c Ratio		0.33			0.26	0.31		0.73			0.33	
Control Delay		26.6			25.8	4.0		25.9			32.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		26.6			25.8	4.0		25.9			32.2	
Queue Length 50th (ft)		52			49	44		186			23	
Queue Length 95th (ft)		127			121	89		306			68	
Internal Link Dist (ft)		422			103			514			319	
Turn Bay Length (ft)						60						
Base Capacity (vph)		849			534	1448		1312			593	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.18			0.26	0.26		0.38			0.12	

Intersection Summary	
Area Type:	Other
Cycle Length: 118	
Actuated Cycle Length: 70.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 17: Memorial Drive & Bradhurst Avenue & NYS Route 141 (Broadway)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	142	5	29	108	363	461	20	4	1	47	19
Future Volume (veh/h)	0	142	5	29	108	363	461	20	4	1	47	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2067	2067	2067	1976	1976	1841	1900	1900	1900	2108	2108	2108
Adj Flow Rate, veh/h	0	146	5	30	111	374	475	21	4	1	48	20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	0	4	0	0	0	2	2	2
Cap, veh/h	33	552	19	150	510	1022	578	26	5	2	78	32
Arrive On Green	0.00	0.32	0.32	0.32	0.32	0.32	0.34	0.34	0.34	0.06	0.06	0.06
Sat Flow, veh/h	0	1986	68	251	1595	1555	1721	76	14	29	1393	580
Grp Volume(v), veh/h	0	0	151	141	0	374	500	0	0	69	0	0
Grp Sat Flow(s),veh/h/ln	0	0	2054	1846	0	1555	1811	0	0	2002	0	0
Q Serve(g_s), s	0.0	0.0	6.2	0.0	0.0	6.8	15.8	0.0	0.0	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	6.2	3.3	0.0	6.8	15.8	0.0	0.0	2.1	0.0	0.0
Prop In Lane	0.00		0.03	0.21		1.00	0.95		0.01	0.01		0.29
Lane Grp Cap(c), veh/h	0	0	0	661	0	1022	609	0	0	112	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.21	0.00	0.37	0.82	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	0	0	0	661	0	1022	1449	0	0	641	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	15.6	0.0	4.9	19.0	0.0	0.0	28.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.7	0.0	1.0	2.8	0.0	0.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.5	0.0	4.7	6.4	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	16.3	0.0	5.9	21.9	0.0	0.0	30.9	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		151			515			500			69	
Approach Delay, s/veh		0.0			8.7			21.9			30.9	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	27.0	26.0	9.5	26.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	50.0	20.0	20.0	30.0
Max Q Clear Time (g_c+I1), s	17.8	8.8	4.1	8.2
Green Ext Time (p_c), s	3.2	1.1	0.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	383	238	156	501	0	0
Future Volume (vph)	383	238	156	501	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	15	15
Grade (%)	-1%			-2%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.948					
Flt Protected				0.988		
Satd. Flow (prot)	1775	0	0	2045	0	2132
Flt Permitted				0.988		
Satd. Flow (perm)	1775	0	0	2045	0	2132
Link Speed (mph)	30			30	30	
Link Distance (ft)	183			641	431	
Travel Time (s)	4.2			14.6	9.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	6%	0%	0%
Adj. Flow (vph)	426	264	173	557	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	690	0	0	730	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.84	0.84	0.86	0.86
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

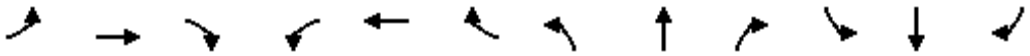
Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	383	238	156	501	0	0
Future Vol, veh/h	383	238	156	501	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-2	-4	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	6	0	0
Mvmt Flow	426	264	173	557	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	690	0	-	558
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	5.8
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.3
Pot Cap-1 Maneuver	-	-	905	-	0	567
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	905	-	-	567
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	905	-
HCM Lane V/C Ratio	-	-	-	0.192	-
HCM Control Delay (s)	0	-	-	9.9	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.7	-

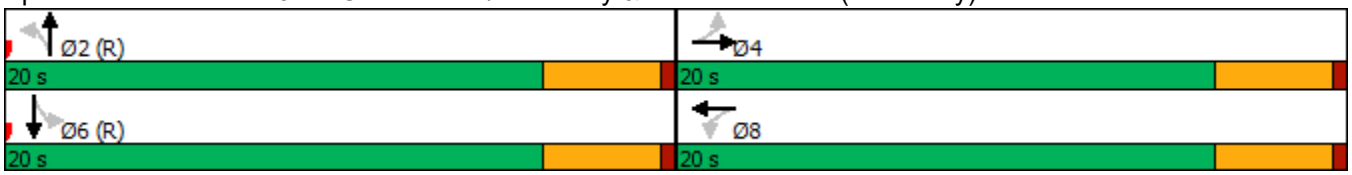


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	331	29	18	382	18	191	13	83	23	2	84
Future Volume (vph)	23	331	29	18	382	18	191	13	83	23	2	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	16	16	16	16	16	16
Grade (%)		1%			-5%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.990			0.994			0.961			0.896	
Flt Protected		0.997			0.998			0.968			0.989	
Satd. Flow (prot)	0	1877	0	0	1874	0	0	1962	0	0	1833	0
Flt Permitted		0.960			0.975			0.726			0.905	
Satd. Flow (perm)	0	1807	0	0	1831	0	0	1471	0	0	1676	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			7			61			94	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		641			362			242			222	
Travel Time (s)		14.6			8.2			5.5			5.0	
Confl. Peds. (#/hr)			1	1					2	2		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	14%	2%	0%	6%	6%	18%	1%	0%	1%	0%	0%	4%
Adj. Flow (vph)	26	372	33	20	429	20	215	15	93	26	2	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	431	0	0	469	0	0	323	0	0	122	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.85	0.85	0.85	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.59			0.64			0.52			0.17	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		13.2			14.4			10.9			3.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.2			14.4			10.9			3.9	
Queue Length 50th (ft)		68			78			40			4	
Queue Length 95th (ft)		131			146			90			23	
Internal Link Dist (ft)		561			282			162			142	
Turn Bay Length (ft)												
Base Capacity (vph)		730			736			625			726	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.59			0.64			0.52			0.17	

Intersection Summary	
Area Type:	Other
Cycle Length: 40	
Actuated Cycle Length: 40	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Pretimed	

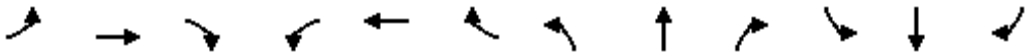
Splits and Phases: 19: W Cross Street/Broadway & NYS Route 141 (Broadway)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	331	29	18	382	18	191	13	83	23	2	84
Future Volume (veh/h)	23	331	29	18	382	18	191	13	83	23	2	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1939	1939	2087	2087	2087	1970	1970	1970	1952	1952	1952
Adj Flow Rate, veh/h	26	372	33	20	429	20	215	15	93	26	2	94
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	6	6	6	0	0	0	0	0	0
Cap, veh/h	115	669	57	108	767	35	521	59	174	191	68	502
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	49	1673	143	35	1918	87	928	148	435	204	170	1255
Grp Volume(v), veh/h	431	0	0	469	0	0	323	0	0	122	0	0
Grp Sat Flow(s),veh/h/ln	1865	0	0	2039	0	0	1511	0	0	1629	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.0	0.0	0.0	7.0	0.0	0.0	6.1	0.0	0.0	1.8	0.0	0.0
Prop In Lane	0.06		0.08	0.04		0.04	0.67		0.29	0.21		0.77
Lane Grp Cap(c), veh/h	841	0	0	910	0	0	754	0	0	761	0	0
V/C Ratio(X)	0.51	0.00	0.00	0.52	0.00	0.00	0.43	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	841	0	0	910	0	0	754	0	0	761	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.3	0.0	0.0	9.3	0.0	0.0	8.9	0.0	0.0	7.8	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.0	0.0	2.1	0.0	0.0	1.8	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	2.8	0.0	0.0	1.9	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	0.0	11.4	0.0	0.0	10.7	0.0	0.0	8.2	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		431			469			323			122	
Approach Delay, s/veh		11.5			11.4			10.7			8.2	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.0	20.0	20.0	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	16.0	16.0	16.0
Max Q Clear Time (g_c+I1), s	8.1	9.0	3.8	9.0
Green Ext Time (p_c), s	1.1	1.4	0.4	1.5

Intersection Summary	
HCM 6th Ctrl Delay	11.0
HCM 6th LOS	B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	2	6	8	0	51	0	1287	88	1	545	0
Future Volume (vph)	1	2	6	8	0	51	0	1287	88	1	545	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	11	11	11	11	11	11
Grade (%)		4%			-10%			0%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.905			0.884			0.990				
Flt Protected		0.995			0.993							
Satd. Flow (prot)	0	1900	0	0	1751	0	0	3300	0	0	3050	0
Flt Permitted		0.995			0.993							
Satd. Flow (perm)	0	1900	0	0	1751	0	0	3300	0	0	3050	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		196			421			1159			795	
Travel Time (s)		4.5			9.6			17.6			12.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	15%	0%
Adj. Flow (vph)	1	2	7	9	0	55	0	1399	96	1	592	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	64	0	0	1495	0	0	593	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.87	0.87	0.87	0.94	0.94	0.94	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Vol, veh/h	1	2	6	8	0	51	0	1287	88	1	545	0
Future Vol, veh/h	1	2	6	8	0	51	0	1287	88	1	545	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	-10	-	-	0	-	-	-1	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	0	15	0
Mvmt Flow	1	2	7	9	0	55	0	1399	96	1	592	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1294	2089	296	1746	2041	748	592	0	0	1495	0	0
Stage 1	594	594	-	1447	1447	-	-	-	-	-	-	-
Stage 2	700	1495	-	299	594	-	-	-	-	-	-	-
Critical Hdwy	8.3	7.3	7.3	5.5	4.5	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.3	6.3	-	4.5	3.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.3	6.3	-	4.5	3.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	92	34	683	148	178	442	994	-	-	455	-	-
Stage 1	406	435	-	314	443	-	-	-	-	-	-	-
Stage 2	343	135	-	816	690	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	80	34	683	139	177	442	994	-	-	455	-	-
Mov Cap-2 Maneuver	80	34	-	139	177	-	-	-	-	-	-	-
Stage 1	406	434	-	314	443	-	-	-	-	-	-	-
Stage 2	300	135	-	802	688	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	40.2	18	0	0
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	994	-	-	112	341	455	-	-
HCM Lane V/C Ratio	-	-	-	0.087	0.188	0.002	-	-
HCM Control Delay (s)	0	-	-	40.2	18	12.9	0	-
HCM Lane LOS	A	-	-	E	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.7	0	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1123	43	41	537	177	252
Future Volume (vph)	1123	43	41	537	177	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Grade (%)	1%			0%	-7%	
Storage Length (ft)		0	0		0	60
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		1.00		1.00	
Frt	0.995					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3288	0	1694	1625	1814	1655
Flt Permitted			0.140		0.950	
Satd. Flow (perm)	3288	0	250	1625	1809	1655
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8					144
Link Speed (mph)	45			45	30	
Link Distance (ft)	1261			635	366	
Travel Time (s)	19.1			9.6	8.3	
Confl. Peds. (#/hr)		1	1		1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	5%	3%	13%	3%	1%
Adj. Flow (vph)	1291	49	47	617	203	290
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1340	0	47	617	203	290
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.05	1.05	1.04	1.04	0.96	0.96
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	20.0		9.0	20.0	20.0	20.0
Total Split (s)	91.0		9.0	100.0	20.0	20.0
Total Split (%)	75.8%		7.5%	83.3%	16.7%	16.7%
Maximum Green (s)	86.0		4.0	95.0	15.0	15.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Min		None	C-Min	Min	Min
v/c Ratio	0.61		0.18	0.51	0.66	0.72
Control Delay	21.2		6.3	8.6	56.6	33.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	21.2		6.3	8.6	56.6	33.7
Queue Length 50th (ft)	382		8	169	149	108
Queue Length 95th (ft)	462		21	280	208	183
Internal Link Dist (ft)	1181			555	286	
Turn Bay Length (ft)						60
Base Capacity (vph)	2410		264	1287	309	401
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.56		0.18	0.48	0.66	0.72

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 21: Skyline Drive & NYS Route 9A





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1123	43	41	537	177	252
Future Volume (veh/h)	1123	43	41	537	177	252
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1820	1820	1856	1707	2130	2160
Adj Flow Rate, veh/h	1291	49	47	617	203	290
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	5	5	3	13	3	1
Cap, veh/h	2458	93	331	1352	254	229
Arrive On Green	0.72	0.72	0.03	0.79	0.13	0.13
Sat Flow, veh/h	3488	129	1767	1707	2029	1831
Grp Volume(v), veh/h	657	683	47	617	203	290
Grp Sat Flow(s),veh/h/ln	1729	1797	1767	1707	2029	1831
Q Serve(g_s), s	20.3	20.4	0.8	14.1	11.7	15.0
Cycle Q Clear(g_c), s	20.3	20.4	0.8	14.1	11.7	15.0
Prop In Lane		0.07	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1251	1300	331	1352	254	229
V/C Ratio(X)	0.52	0.53	0.14	0.46	0.80	1.27
Avail Cap(c_a), veh/h	1251	1300	343	1352	254	229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.4	7.4	5.7	4.1	51.0	52.5
Incr Delay (d2), s/veh	1.3	1.3	0.2	1.1	16.5	150.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	6.7	0.2	3.7	7.1	16.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.7	8.6	5.9	5.2	67.6	202.6
LnGrp LOS	A	A	A	A	E	F
Approach Vol, veh/h	1340			664	493	
Approach Delay, s/veh	8.7			5.2	147.0	
Approach LOS	A			A	F	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.2	91.8				100.0	20.0
Change Period (Y+Rc), s	5.0	5.0				5.0	5.0
Max Green Setting (Gmax), s	4.0	86.0				95.0	15.0
Max Q Clear Time (g_c+I1), s	2.8	22.4				16.1	17.0
Green Ext Time (p_c), s	0.0	11.6				4.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	35.1
HCM 6th LOS	D

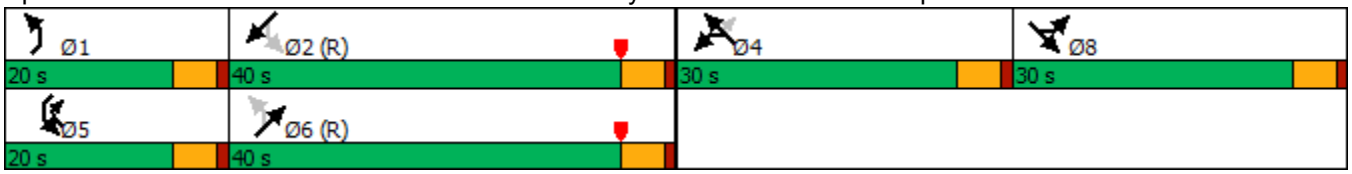
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	261	17	39	44	11	29	288	856	51	56	594	84
Future Volume (vph)	261	17	39	44	11	29	288	856	51	56	594	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	11	11	11	11	11	11
Grade (%)		5%			-9%			-1%			-1%	
Storage Length (ft)	150		0	100		60	230		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00				0.99						
Frt		0.963				0.850		0.992			0.981	
Flt Protected	0.950	0.969		0.950	0.971		0.950			0.950		
Satd. Flow (prot)	1560	1533	0	1732	1770	1631	1754	3260	0	1719	3041	0
Flt Permitted	0.950	0.969		0.950	0.971		0.223			0.278		
Satd. Flow (perm)	1558	1531	0	1732	1770	1610	412	3260	0	503	3041	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				64		5			13	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		211			341			3169			1261	
Travel Time (s)		4.8			7.8			48.0			19.1	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	7%	2%	2%	15%	0%
Adj. Flow (vph)	297	19	44	50	13	33	327	973	58	64	675	95
Shared Lane Traffic (%)	39%			38%								
Lane Group Flow (vph)	181	179	0	31	32	33	327	1031	0	64	770	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.13	1.13	1.13	0.99	0.99	0.99	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template												
Leading Detector (ft)	35	83		35	83	35	35	83		35	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4	5	1	6		5	2	
Permitted Phases						4	6			2		
Detector Phase	8	8		4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	20.0	20.0	40.0		20.0	40.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%	16.7%	16.7%	33.3%		16.7%	33.3%	
Maximum Green (s)	25.0	25.0		25.0	25.0	15.0	15.0	35.0		15.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
v/c Ratio	0.76	0.73		0.31	0.32	0.15	0.57	0.52		0.21	0.60	
Control Delay	68.2	62.1		61.8	61.8	2.7	14.0	17.7		14.2	33.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	68.2	62.1		61.8	61.8	2.7	14.0	17.7		14.2	33.3	
Queue Length 50th (ft)	143	131		25	25	0	95	247		20	231	
Queue Length 95th (ft)	208	196		56	57	5	181	374		m41	376	
Internal Link Dist (ft)		131			261			3089			1181	
Turn Bay Length (ft)	150			100		60	230			150		
Base Capacity (vph)	326	329		360	368	335	577	1969		425	1280	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.56	0.54		0.09	0.09	0.10	0.57	0.52		0.15	0.60	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: NYS Route 9A & 1824 Drwy/SMRP NB On/Off Ramps



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	261	17	39	44	11	29	288	856	51	56	594	84
Future Volume (veh/h)	261	17	39	44	11	29	288	856	51	56	594	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1753	1753	1753	2254	2254	2254	1939	1834	1834	1909	1714	1714
Adj Flow Rate, veh/h	352	0	0	31	39	33	327	973	58	64	675	95
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	7	7	2	15	15
Cap, veh/h	418	219	0	87	91	147	548	2109	126	395	1666	234
Arrive On Green	0.13	0.00	0.00	0.04	0.04	0.04	0.09	0.63	0.63	0.04	0.58	0.58
Sat Flow, veh/h	3339	1753	0	2147	2254	1896	1847	3342	199	1818	2867	403
Grp Volume(v), veh/h	352	0	0	31	39	33	327	507	524	64	383	387
Grp Sat Flow(s),veh/h/ln	1669	1753	0	2147	2254	1896	1847	1743	1798	1818	1628	1642
Q Serve(g_s), s	12.4	0.0	0.0	1.7	2.0	2.0	8.1	18.2	18.2	1.7	15.5	15.5
Cycle Q Clear(g_c), s	12.4	0.0	0.0	1.7	2.0	2.0	8.1	18.2	18.2	1.7	15.5	15.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.11	1.00		0.25
Lane Grp Cap(c), veh/h	418	219	0	87	91	147	548	1100	1135	395	946	954
V/C Ratio(X)	0.84	0.00	0.00	0.36	0.43	0.23	0.60	0.46	0.46	0.16	0.40	0.41
Avail Cap(c_a), veh/h	696	365	0	447	470	465	618	1100	1135	555	946	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	51.3	0.0	0.0	56.1	56.2	52.0	9.6	11.5	11.5	9.8	13.8	13.8
Incr Delay (d2), s/veh	2.1	0.0	0.0	0.9	1.2	0.3	0.6	1.4	1.4	0.1	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	0.0	0.9	1.2	0.9	2.8	6.7	6.9	0.6	5.5	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	0.0	0.0	57.0	57.4	52.3	10.2	12.9	12.9	9.8	14.8	14.8
LnGrp LOS	D	A	A	E	E	D	B	B	B	A	B	B
Approach Vol, veh/h		352			103			1358			834	
Approach Delay, s/veh		53.4			55.7			12.2			14.4	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.4	74.7		9.8	9.4	80.7		20.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	35.0		25.0	15.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	10.1	17.5		4.0	3.7	20.2		14.4				
Green Ext Time (p_c), s	0.3	3.7		0.2	0.0	4.9		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	179	56	1118	69	8	704
Future Volume (vph)	179	56	1118	69	8	704
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		-5%			5%
Storage Length (ft)	0	210		260	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950					0.999
Satd. Flow (prot)	1841	1663	3407	1539	0	3008
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1841	1663	3407	1539	0	3008
Link Speed (mph)	30		45			45
Link Distance (ft)	390		1407			3169
Travel Time (s)	8.9		21.3			48.0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	1%	0%	5%	4%	12%	13%
Adj. Flow (vph)	218	68	1363	84	10	859
Shared Lane Traffic (%)						
Lane Group Flow (vph)	218	68	1363	84	0	869
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.01	1.01	1.08	1.08
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	36.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	179	56	1118	69	8	704
Future Vol, veh/h	179	56	1118	69	8	704
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	210	-	260	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-6	-	-5	-	-	5
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	1	0	5	4	12	13
Mvmt Flow	218	68	1363	84	10	859

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1813	682	0	0	1363	0
Stage 1	1363	-	-	-	-	-
Stage 2	450	-	-	-	-	-
Critical Hdwy	5.62	6.3	-	-	4.34	-
Critical Hdwy Stg 1	4.62	-	-	-	-	-
Critical Hdwy Stg 2	4.62	-	-	-	-	-
Follow-up Hdwy	3.51	3.3	-	-	2.32	-
Pot Cap-1 Maneuver	~ 129	445	-	-	451	-
Stage 1	322	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 124	445	-	-	451	-
Mov Cap-2 Maneuver	~ 124	-	-	-	-	-
Stage 1	308	-	-	-	-	-
Stage 2	711	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 433.8	0	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	124	445	451	-
HCM Lane V/C Ratio	-	-	1.76	0.153	0.022	-
HCM Control Delay (s)	-	-	$ 433.8	14.6	13.2	0.3
HCM Lane LOS	-	-	F	B	B	A
HCM 95th %tile Q(veh)	-	-	16.7	0.5	0.1	-

Notes				
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon	

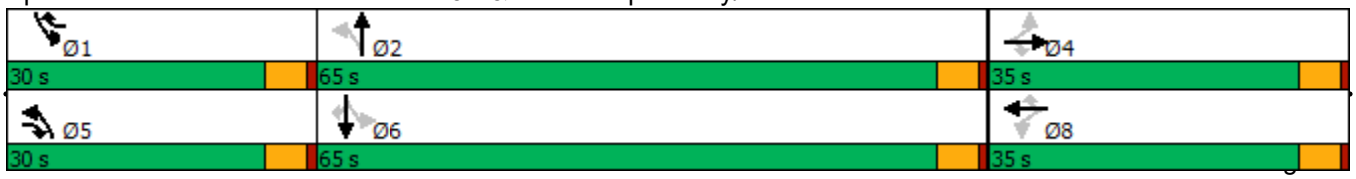
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	41	134	198	28	168	167	887	32	137	631	67
Future Volume (vph)	105	41	134	198	28	168	167	887	32	137	631	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		5%			-6%			2%			-2%	
Storage Length (ft)	0		240	0		210	260		0	140		260
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor		1.00				0.99						
Frt			0.850			0.850		0.995				0.850
Flt Protected		0.965			0.958		0.950			0.950		
Satd. Flow (prot)	0	1775	1559	0	1797	1546	1710	3275	0	1647	3147	1577
Flt Permitted		0.503			0.601		0.275			0.154		
Satd. Flow (perm)	0	924	1559	0	1127	1524	495	3275	0	267	3147	1577
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138			57		4				77
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		782			1110			1260			1407	
Travel Time (s)		17.8			30.3			19.1			21.3	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	1%	0%	1%	1%	0%	4%	1%	5%	4%	7%	12%	0%
Adj. Flow (vph)	121	47	154	228	32	193	192	1020	37	157	725	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	168	154	0	260	193	192	1057	0	157	725	77
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.01	1.01	1.01	1.06	1.06	1.06	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83		35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Detector Phase	4	4	5	8	8	1	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0	5.0	8.0	8.0	5.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	13.0	13.0	10.0	35.0	35.0	10.0	10.0	28.0		10.0	15.0	15.0
Total Split (s)	35.0	35.0	30.0	35.0	35.0	30.0	30.0	65.0		30.0	65.0	65.0
Total Split (%)	26.9%	26.9%	23.1%	26.9%	26.9%	23.1%	23.1%	50.0%		23.1%	50.0%	50.0%
Maximum Green (s)	30.0	30.0	25.0	30.0	30.0	25.0	25.0	60.0		25.0	60.0	60.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	5.0		2.0	5.0	5.0
Recall Mode	None	None	None	Ped	Ped	None	None	Min		None	Min	Min
Walk Time (s)				7.0	7.0			7.0				
Flash Dont Walk (s)				23.0	23.0			16.0				
Pedestrian Calls (#/hr)				2	2			0				
v/c Ratio		0.58	0.19		0.74	0.30	0.48	0.73		0.60	0.54	0.11
Control Delay		41.2	4.9		47.0	14.5	13.3	25.6		19.8	22.3	4.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		41.2	4.9		47.0	14.5	13.3	25.6		19.8	22.3	4.0
Queue Length 50th (ft)		86	5		141	48	51	271		41	171	0
Queue Length 95th (ft)		#200	43		#321	114	79	341		65	220	23
Internal Link Dist (ft)		702			1030			1180			1327	
Turn Bay Length (ft)			240			210	260			140		260
Base Capacity (vph)		289	1027		352	904	605	2051		515	1969	1015
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.58	0.15		0.74	0.21	0.32	0.52		0.30	0.37	0.08

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 97.1
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

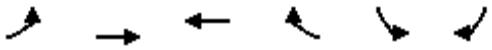
Splits and Phases: 24: NYS Route 9A & Home Depot Drwy/Dana Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	41	134	198	28	168	167	887	32	137	631	67
Future Volume (veh/h)	105	41	134	198	28	168	167	887	32	137	631	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1753	1753	1738	2136	2136	2076	1862	1802	1802	1874	1799	1979
Adj Flow Rate, veh/h	121	47	154	228	32	193	192	1020	37	157	725	77
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	1	0	0	4	1	5	5	7	12	0
Cap, veh/h	69	15	615	75	0	712	405	1443	52	306	1421	697
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.09	0.43	0.43	0.07	0.42	0.42
Sat Flow, veh/h	0	45	1470	0	0	1756	1773	3370	122	1784	3417	1677
Grp Volume(v), veh/h	168	0	154	260	0	193	192	518	539	157	725	77
Grp Sat Flow(s),veh/h/ln	45	0	1470	0	0	1756	1773	1712	1780	1784	1709	1677
Q Serve(g_s), s	0.0	0.0	6.1	0.0	0.0	6.6	5.5	22.4	22.4	4.5	14.2	2.5
Cycle Q Clear(g_c), s	30.0	0.0	6.1	30.0	0.0	6.6	5.5	22.4	22.4	4.5	14.2	2.5
Prop In Lane	0.72		1.00	0.88		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	84	0	615	75	0	712	405	733	763	306	1421	697
V/C Ratio(X)	2.00	0.00	0.25	3.47	0.00	0.27	0.47	0.71	0.71	0.51	0.51	0.11
Avail Cap(c_a), veh/h	84	0	615	75	0	712	746	1140	1185	671	2275	1116
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	0.0	17.1	45.1	0.0	17.9	14.2	21.1	21.1	16.5	19.5	16.1
Incr Delay (d2), s/veh	491.5	0.0	0.1	1143.6	0.0	0.1	0.3	2.7	2.6	0.5	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	0.0	2.1	25.5	0.0	2.7	2.0	8.5	8.9	1.6	5.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	531.2	0.0	17.1	1188.7	0.0	18.0	14.5	23.8	23.7	17.0	20.1	16.3
LnGrp LOS	F	A	B	F	A	B	B	C	C	B	C	B
Approach Vol, veh/h		322			453			1249			959	
Approach Delay, s/veh		285.3			689.9			22.3			19.3	
Approach LOS		F			F			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	43.6		35.0	12.7	42.5		35.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	25.0	60.0		30.0	25.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	6.5	24.4		32.0	7.5	16.2		32.0				
Green Ext Time (p_c), s	0.2	14.2		0.0	0.3	10.9		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	151.1
HCM 6th LOS	F



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	141	27	84	49	25	101
Future Volume (vph)	141	27	84	49	25	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	12	12
Grade (%)		0%	-3%		0%	
Storage Length (ft)	0			0	135	0
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.950			0.850
Flt Protected		0.960			0.950	
Satd. Flow (prot)	0	1797	1916	0	1492	1615
Flt Permitted		0.960			0.950	
Satd. Flow (perm)	0	1797	1916	0	1492	1615
Link Speed (mph)		25	25		25	
Link Distance (ft)		187	218		301	
Travel Time (s)		5.1	5.9		8.2	
Confl. Peds. (#/hr)	23			23		
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	1%	4%	8%	9%	21%	0%
Adj. Flow (vph)	199	38	118	69	35	142
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	237	187	0	35	142
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.83	0.83	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

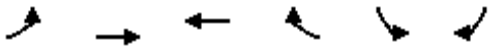
Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	141	27	84	49	25	101
Future Vol, veh/h	141	27	84	49	25	101
Conflicting Peds, #/hr	23	0	0	23	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	135	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-3	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	1	4	8	9	21	0
Mvmt Flow	199	38	118	69	35	142

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	210	0	-	0	612	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	436	-
Critical Hdwy	4.11	-	-	-	6.61	6.2
Critical Hdwy Stg 1	-	-	-	-	5.61	-
Critical Hdwy Stg 2	-	-	-	-	5.61	-
Follow-up Hdwy	2.209	-	-	-	3.689	3.3
Pot Cap-1 Maneuver	1367	-	-	-	427	872
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	613	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1341	-	-	-	348	855
Mov Cap-2 Maneuver	-	-	-	-	348	-
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	601	-

Approach	EB	WB	SB
HCM Control Delay, s	6.8	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1341	-	-	-	348	855
HCM Lane V/C Ratio	0.148	-	-	-	0.101	0.166
HCM Control Delay (s)	8.2	0	-	-	16.5	10
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.3	0.6



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	48	11	105	26	13	305
Future Volume (vph)	48	11	105	26	13	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-1%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.974		0.871	
Flt Protected		0.961			0.998	
Satd. Flow (prot)	0	1773	1860	0	1638	0
Flt Permitted		0.961			0.998	
Satd. Flow (perm)	0	1773	1860	0	1638	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		265	229		218	
Travel Time (s)		7.2	6.2		5.9	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	3%	0%	0%	0%	0%	3%
Adj. Flow (vph)	58	13	127	31	16	367
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	71	158	0	383	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	48	11	105	26	13	305
Future Vol, veh/h	48	11	105	26	13	305
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	3	0	0	0	0	3
Mvmt Flow	58	13	127	31	16	367
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.7	8.9	9.6
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	81%	0%	4%
Vol Thru, %	19%	80%	0%
Vol Right, %	0%	20%	96%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	59	131	318
LT Vol	48	0	13
Through Vol	11	105	0
RT Vol	0	26	305
Lane Flow Rate	71	158	383
Geometry Grp	1	1	1
Degree of Util (X)	0.101	0.204	0.414
Departure Headway (Hd)	5.095	4.658	3.893
Convergence, Y/N	Yes	Yes	Yes
Cap	702	769	927
Service Time	3.138	2.698	1.912
HCM Lane V/C Ratio	0.101	0.205	0.413
HCM Control Delay	8.7	8.9	9.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.8	2.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	40	184	83	274	107	19
Future Volume (vph)	40	184	83	274	107	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Grade (%)	4%			-4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.889				0.980	
Flt Protected				0.989	0.959	
Satd. Flow (prot)	1633	0	0	1874	1931	0
Flt Permitted				0.989	0.959	
Satd. Flow (perm)	1633	0	0	1874	1931	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1110			104	652	
Travel Time (s)	30.3			2.8	17.8	
Confl. Peds. (#/hr)					1	1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	3%	1%	0%	3%	2%	0%
Adj. Flow (vph)	49	224	101	334	130	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	273	0	0	435	153	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	184	83	274	107	19
Future Vol, veh/h	40	184	83	274	107	19
Conflicting Peds, #/hr	0	0	0	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	-4	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	1	0	3	2	0
Mvmt Flow	49	224	101	334	130	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	273	0	698	162
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	537	-
Critical Hdwy	-	-	4.1	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1302	-	407	888
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	586	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1302	-	368	887
Mov Cap-2 Maneuver	-	-	-	-	368	-
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	585	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	19.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	404	-	-	1302	-
HCM Lane V/C Ratio	0.38	-	-	0.078	-
HCM Control Delay (s)	19.3	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.7	-	-	0.3	-



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	226	189	17	144	163	23
Future Volume (vph)	226	189	17	144	163	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-1%	10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939				0.983	
Flt Protected				0.995	0.958	
Satd. Flow (prot)	1672	0	0	1788	1677	0
Flt Permitted				0.995	0.958	
Satd. Flow (perm)	1672	0	0	1788	1677	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	410			565	400	
Travel Time (s)	7.0			9.6	9.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	9%	4%	0%	7%	1%	4%
Adj. Flow (vph)	243	203	18	155	175	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	446	0	0	173	200	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.07	1.07
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	6

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	226	189	17	144	163	23
Future Vol, veh/h	226	189	17	144	163	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-1	10	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	4	0	7	1	4
Mvmt Flow	243	203	18	155	175	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	446	0	536	345
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	191	-
Critical Hdwy	-	-	4.1	-	8.41	7.24
Critical Hdwy Stg 1	-	-	-	-	7.41	-
Critical Hdwy Stg 2	-	-	-	-	7.41	-
Follow-up Hdwy	-	-	2.2	-	3.509	3.336
Pot Cap-1 Maneuver	-	-	1125	-	377	630
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	759	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1125	-	370	630
Mov Cap-2 Maneuver	-	-	-	-	370	-
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	759	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.9	23.6
HCM LOS			C

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1125	-	390
HCM Lane V/C Ratio	-	-	0.016	-	0.513
HCM Control Delay (s)	-	-	8.3	0	23.6
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.1	-	2.8

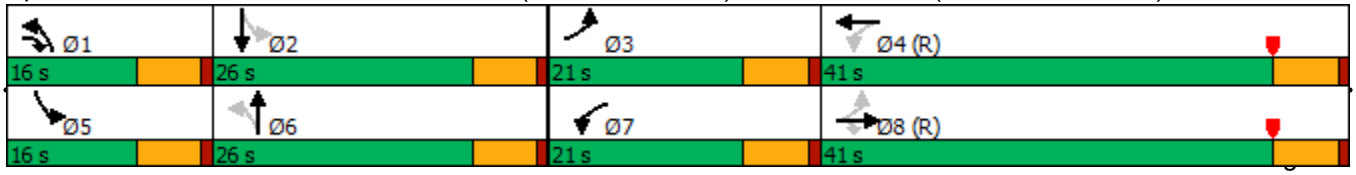
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	642	245	56	521	31	208	147	53	72	156	203
Future Volume (vph)	125	642	245	56	521	31	208	147	53	72	156	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	10	11	11
Grade (%)		7%			-5%			-2%			3%	
Storage Length (ft)	230		0	115		0	290		0	160		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.98	1.00	1.00			0.99		1.00		
Frt			0.850		0.992			0.960			0.915	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1635	1755	1492	1788	1774	0	1678	1717	0	1627	1600	0
Flt Permitted	0.164			0.149			0.163			0.598		
Satd. Flow (perm)	282	1755	1460	280	1774	0	288	1717	0	1022	1600	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			253		3			16			56	
Link Speed (mph)		40			35			30			30	
Link Distance (ft)		434			857			659			593	
Travel Time (s)		7.4			16.7			15.0			13.5	
Confl. Peds. (#/hr)	3		1	1		3			2	2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	1%	1%	0%	5%	7%	5%	9%	0%	2%	4%	3%
Adj. Flow (vph)	129	662	253	58	537	32	214	152	55	74	161	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	129	662	253	58	569	0	214	207	0	74	370	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.01	1.01	1.01	1.03	0.99	0.99	1.11	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template												
Leading Detector (ft)	35	83	35	35	83		35	83		35	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

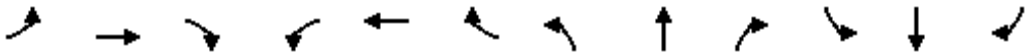
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Detector Phase	3	8	1	7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	16.0	11.0	11.0	16.0		11.0	16.0		11.0	16.0	
Total Split (s)	21.0	41.0	16.0	21.0	41.0		16.0	26.0		16.0	26.0	
Total Split (%)	20.2%	39.4%	15.4%	20.2%	39.4%		15.4%	25.0%		15.4%	25.0%	
Maximum Green (s)	15.0	35.0	10.0	15.0	35.0		10.0	20.0		10.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	
v/c Ratio	0.48	0.85	0.28	0.27	0.82		0.96	0.50		0.23	1.05	
Control Delay	18.5	40.0	2.2	15.4	40.2		80.8	38.3		25.7	97.8	
Queue Delay	0.0	30.1	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.5	70.1	2.2	15.4	40.2		80.8	38.3		25.7	97.8	
Queue Length 50th (ft)	41	400	0	18	328		106	114		33	~237	
Queue Length 95th (ft)	72	#645	34	37	#570		#257	194		66	#421	
Internal Link Dist (ft)		354			777			579			513	
Turn Bay Length (ft)	230			115			290			160		
Base Capacity (vph)	346	775	905	365	697		223	416		352	352	
Starvation Cap Reductn	0	144	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.37	1.05	0.28	0.16	0.82		0.96	0.50		0.21	1.05	

Intersection Summary

Area Type: Other
Cycle Length: 104
Actuated Cycle Length: 104
Offset: 67 (64%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 29: NYS Route 100A (Knollwood Road)/NYS Route 100 (Bradhurst Avenue) & NYS Route 100C (Grassl

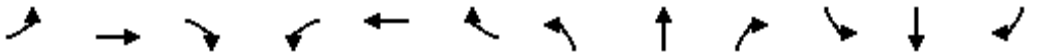




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	642	245	56	521	31	208	147	53	72	156	203
Future Volume (veh/h)	125	642	245	56	521	31	208	147	53	72	156	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1567	1597	1597	2097	2022	2022	1904	1844	1844	1817	1788	1788
Adj Flow Rate, veh/h	129	662	253	58	537	32	214	152	55	74	161	209
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	1	1	0	5	5	5	9	9	2	4	4
Cap, veh/h	298	691	714	186	777	46	244	311	113	310	136	176
Arrive On Green	0.07	0.43	0.43	0.05	0.41	0.41	0.10	0.24	0.24	0.05	0.19	0.19
Sat Flow, veh/h	1492	1597	1348	1997	1888	113	1813	1290	467	1731	705	915
Grp Volume(v), veh/h	129	662	253	58	0	569	214	0	207	74	0	370
Grp Sat Flow(s),veh/h/ln	1492	1597	1348	1997	0	2001	1813	0	1757	1731	0	1620
Q Serve(g_s), s	5.1	41.8	11.3	1.7	0.0	24.3	9.8	0.0	10.5	3.5	0.0	20.0
Cycle Q Clear(g_c), s	5.1	41.8	11.3	1.7	0.0	24.3	9.8	0.0	10.5	3.5	0.0	20.0
Prop In Lane	1.00		1.00	1.00		0.06	1.00		0.27	1.00		0.56
Lane Grp Cap(c), veh/h	298	691	714	186	0	823	244	0	424	310	0	311
V/C Ratio(X)	0.43	0.96	0.35	0.31	0.00	0.69	0.88	0.00	0.49	0.24	0.00	1.19
Avail Cap(c_a), veh/h	410	691	714	378	0	823	244	0	424	395	0	311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.8	28.6	14.2	23.9	0.0	25.2	31.1	0.0	33.9	31.6	0.0	42.0
Incr Delay (d2), s/veh	0.3	23.9	1.3	0.3	0.0	4.7	27.6	0.0	0.3	0.1	0.0	112.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	19.3	3.4	0.8	0.0	12.1	6.1	0.0	4.5	1.5	0.0	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	52.5	15.5	24.2	0.0	29.9	58.7	0.0	34.3	31.7	0.0	154.1
LnGrp LOS	B	D	B	C	A	C	E	A	C	C	A	F
Approach Vol, veh/h		1044			627			421			444	
Approach Delay, s/veh		39.4			29.4			46.7			133.7	
Approach LOS		D			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	26.0	13.2	48.8	10.9	31.1	11.0	51.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	20.0	15.0	35.0	10.0	20.0	15.0	35.0
Max Q Clear Time (g_c+I1), s	11.8	22.0	7.1	26.3	5.5	12.5	3.7	43.8
Green Ext Time (p_c), s	0.0	0.0	0.1	1.4	0.0	0.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.7
HCM 6th LOS	D



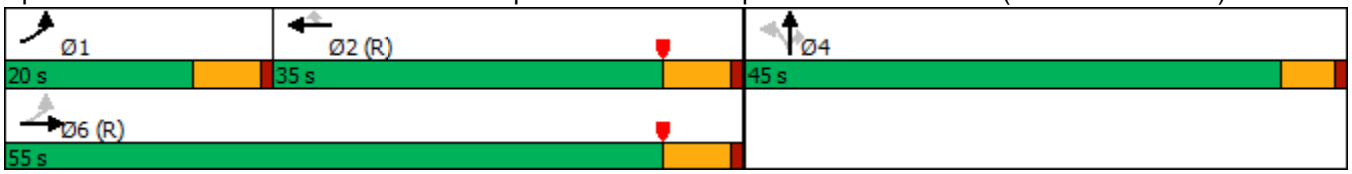
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	682	0	0	768	163	283	2	330	0	0	0
Future Volume (vph)	115	682	0	0	768	163	283	2	330	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		5%			-7%			4%			6%	
Storage Length (ft)	325		0	0		135	0		325	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	86			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt						0.850			0.850			
Flt Protected	0.950							0.953				
Satd. Flow (prot)	1643	3451	0	0	3593	1655	0	1723	1583	0	0	0
Flt Permitted	0.258							0.953				
Satd. Flow (perm)	446	3451	0	0	3593	1619	0	1723	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						131			165			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		444			434			670			395	
Travel Time (s)		7.6			7.4			15.2			9.0	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	4%	1%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	119	703	0	0	792	168	292	2	340	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	703	0	0	792	168	0	294	340	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.13	1.03	1.03	0.96	0.96	0.96	1.03	1.03	1.03	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template							Left					
Leading Detector (ft)	35	83			83	35	20	83	35			
Trailing Detector (ft)	-5	-5			-5	-5	0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5	-5	0	-5	-5			
Detector 1 Size(ft)	40	40			40	40	20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		43			43			43				
Detector 2 Size(ft)		40			40			40				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				

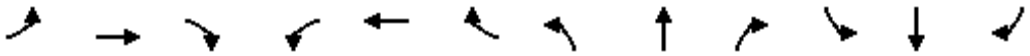
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			4				
Permitted Phases	6					2	4		4			
Detector Phase	1	6			2	2	4	4	4			
Switch Phase												
Minimum Initial (s)	2.0	2.0			2.0	2.0	4.0	4.0	4.0			
Minimum Split (s)	8.0	8.0			8.0	8.0	9.0	9.0	9.0			
Total Split (s)	20.0	55.0			35.0	35.0	45.0	45.0	45.0			
Total Split (%)	20.0%	55.0%			35.0%	35.0%	45.0%	45.0%	45.0%			
Maximum Green (s)	14.0	49.0			29.0	29.0	40.0	40.0	40.0			
Yellow Time (s)	5.0	5.0			5.0	5.0	4.0	4.0	4.0			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0	6.0		5.0	5.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.0	0.2			0.2	0.2	4.0	4.0	4.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
v/c Ratio	0.32	0.32			0.44	0.19		0.68	0.65			
Control Delay	7.6	6.3			18.8	6.0		40.8	21.7			
Queue Delay	0.0	0.0			0.4	0.0		0.0	0.0			
Total Delay	7.6	6.3			19.2	6.0		40.8	21.7			
Queue Length 50th (ft)	17	52			162	12		169	98			
Queue Length 95th (ft)	m31	91			272	58		227	169			
Internal Link Dist (ft)		364			354			590			315	
Turn Bay Length (ft)	325					135			325			
Base Capacity (vph)	452	2201			1799	876		689	732			
Starvation Cap Reductn	0	0			496	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.26	0.32			0.61	0.19		0.43	0.46			

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 30: SBP NB Off-Ramp/SBP NB On-Ramp & NYS Route 100C (Grasslands Road)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	682	0	0	768	163	283	2	330	0	0	0
Future Volume (veh/h)	115	682	0	0	768	163	283	2	330	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1753	1723	0	0	2115	2160	1806	1806	1806			
Adj Flow Rate, veh/h	119	703	0	0	792	168	292	2	340			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	2	0	0	4	1	0	0	0			
Cap, veh/h	370	2030	0	0	2044	930	461	3	413			
Arrive On Green	0.05	0.62	0.00	0.00	0.51	0.51	0.27	0.27	0.27			
Sat Flow, veh/h	1669	3360	0	0	4125	1829	1709	12	1530			
Grp Volume(v), veh/h	119	703	0	0	792	168	294	0	340			
Grp Sat Flow(s),veh/h/ln	1669	1637	0	0	2010	1829	1720	0	1530			
Q Serve(g_s), s	3.2	10.4	0.0	0.0	12.1	5.0	15.0	0.0	20.9			
Cycle Q Clear(g_c), s	3.2	10.4	0.0	0.0	12.1	5.0	15.0	0.0	20.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	370	2030	0	0	2044	930	465	0	413			
V/C Ratio(X)	0.32	0.35	0.00	0.00	0.39	0.18	0.63	0.00	0.82			
Avail Cap(c_a), veh/h	518	2030	0	0	2044	930	688	0	612			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.40	0.40	1.00	0.00	1.00			
Uniform Delay (d), s/veh	10.8	9.2	0.0	0.0	15.0	13.3	32.1	0.0	34.3			
Incr Delay (d2), s/veh	0.2	0.5	0.0	0.0	0.2	0.2	2.0	0.0	7.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	3.4	0.0	0.0	5.1	1.9	6.4	0.0	8.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.9	9.7	0.0	0.0	15.3	13.5	34.2	0.0	41.4			
LnGrp LOS	B	A	A	A	B	B	C	A	D			
Approach Vol, veh/h		822			960			634				
Approach Delay, s/veh		9.9			14.9			38.0				
Approach LOS		A			B			D				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	11.1	56.9		32.0		68.0						
Change Period (Y+Rc), s	6.0	6.0		5.0		6.0						
Max Green Setting (Gmax), s	5.0	29.0		40.0		49.0						
Max Q Clear Time (g_c+I1), s	5.2	14.1		22.9		12.4						
Green Ext Time (p_c), s	0.1	0.7		4.2		0.6						

Intersection Summary	
HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

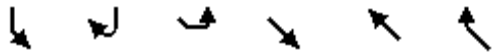
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	179	77	0	1796	717	334
Future Volume (vph)	179	77	0	1796	717	334
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-2%			2%	-5%	
Storage Length (ft)	0	90	0			235
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00					
Frt		0.850				0.850
Flt Protected	0.950					
Satd. Flow (prot)	1823	1615	0	3539	3524	1655
Flt Permitted	0.950					
Satd. Flow (perm)	1822	1615	0	3539	3524	1655
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		89				331
Link Speed (mph)	30			40	40	
Link Distance (ft)	326			294	397	
Travel Time (s)	7.4			5.0	6.8	
Confl. Peds. (#/hr)	1					
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	1%	5%	0%
Adj. Flow (vph)	206	89	0	2064	824	384
Shared Lane Traffic (%)						
Lane Group Flow (vph)	206	89	0	2064	824	384
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.97	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	1
Detector Template						
Leading Detector (ft)	35	35		83	83	35
Trailing Detector (ft)	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				43	43	
Detector 2 Size(ft)				40	40	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm		NA	NA	Free
Protected Phases	8			6	2	
Permitted Phases		8		6	2	Free
Detector Phase	8	8		6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0		2.0	2.0	
Minimum Split (s)	10.0	10.0		8.0	8.0	
Total Split (s)	35.0	35.0		65.0	65.0	
Total Split (%)	35.0%	35.0%		65.0%	65.0%	
Maximum Green (s)	30.0	30.0		59.0	59.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0		0.2	0.2	
Recall Mode	None	None		C-Max	C-Max	
v/c Ratio	0.71	0.27		0.80	0.32	0.23
Control Delay	53.2	9.5		5.2	4.2	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	53.2	9.5		5.2	4.2	0.3
Queue Length 50th (ft)	126	0		124	57	0
Queue Length 95th (ft)	182	36		156	105	0
Internal Link Dist (ft)	246			214	317	
Turn Bay Length (ft)		90				235
Base Capacity (vph)	546	546		2588	2577	1655
Starvation Cap Reductn	0	0		7	0	0
Spillback Cap Reductn	0	6		0	247	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.38	0.16		0.80	0.35	0.23

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 31: NYS Route 100C (Grasslands Road) & SBP SB On/Off Ramps





Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (veh/h)	179	77	0	1796	717	334
Future Volume (veh/h)	179	77	0	1796	717	334
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1979	1964	0	1862	2022	2097
Adj Flow Rate, veh/h	206	89	0	2064	824	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	1	0	1	5	0
Cap, veh/h	248	219	0	2682	2913	
Arrive On Green	0.13	0.13	0.00	0.76	0.76	0.00
Sat Flow, veh/h	1884	1664	0	3723	3942	1777
Grp Volume(v), veh/h	206	89	0	2064	824	0
Grp Sat Flow(s),veh/h/ln	1884	1664	0	1769	1921	1777
Q Serve(g_s), s	10.7	4.9	0.0	33.9	6.6	0.0
Cycle Q Clear(g_c), s	10.7	4.9	0.0	33.9	6.6	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	248	219	0	2682	2913	
V/C Ratio(X)	0.83	0.41	0.00	0.77	0.28	
Avail Cap(c_a), veh/h	565	499	0	2682	2913	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.55	1.00	0.00
Uniform Delay (d), s/veh	42.3	39.8	0.0	7.0	3.7	0.0
Incr Delay (d2), s/veh	2.8	0.5	0.0	1.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	2.0	0.0	8.8	1.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.1	40.3	0.0	8.2	4.0	0.0
LnGrp LOS	D	D	A	A	A	
Approach Vol, veh/h	295			2064	824	A
Approach Delay, s/veh	43.6			8.2	4.0	
Approach LOS	D			A	A	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	81.8				81.8	18.2
Change Period (Y+Rc), s	6.0				6.0	5.0
Max Green Setting (Gmax), s	59.0				59.0	30.0
Max Q Clear Time (g_c+I1), s	8.6				35.9	12.7
Green Ext Time (p_c), s	0.7				2.4	0.5

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Notes

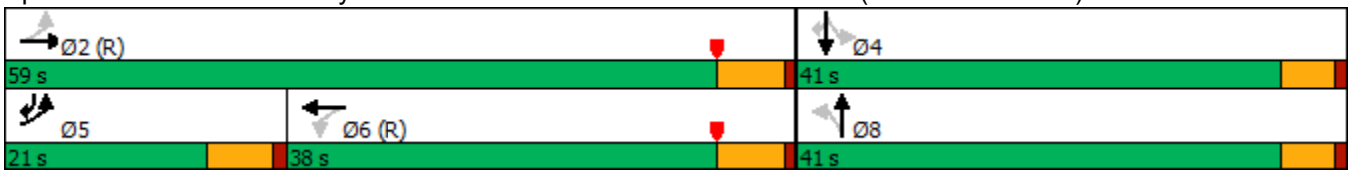
Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.

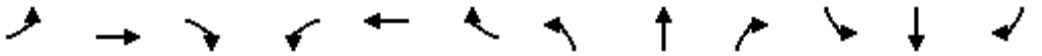
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1570	1	6	698	90	2	0	3	222	0	83
Future Volume (vph)	29	1570	1	6	698	90	2	0	3	222	0	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12	15	15	15	13	13	13
Grade (%)		0%			1%			0%			-5%	
Storage Length (ft)	130		0	70		0	0		0	0		90
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	86			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt					0.983			0.919				0.850
Flt Protected	0.950			0.950				0.980			0.950	
Satd. Flow (prot)	1612	3574	0	1676	3337	0	0	1569	0	0	1856	1694
Flt Permitted	0.235			0.074				0.914			0.754	
Satd. Flow (perm)	399	3574	0	131	3337	0	0	1463	0	0	1473	1694
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					15			98				35
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		423			294			305			416	
Travel Time (s)		7.2			5.0			6.9			11.3	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	12%	1%	0%	0%	5%	12%	50%	0%	0%	3%	0%	1%
Adj. Flow (vph)	34	1826	1	7	812	105	2	0	3	258	0	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	1827	0	7	917	0	0	5	0	0	258	97
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.10	1.01	1.01	0.88	0.88	0.88	0.93	0.93	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template							Left			Left		
Leading Detector (ft)	35	83		35	83		20	83		20	83	35
Trailing Detector (ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40		20	40		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Minimum Split (s)	8.0	8.0		8.0	8.0		7.0	7.0		7.0	7.0	8.0
Total Split (s)	21.0	59.0		38.0	38.0		41.0	41.0		41.0	41.0	21.0
Total Split (%)	21.0%	59.0%		38.0%	38.0%		41.0%	41.0%		41.0%	41.0%	21.0%
Maximum Green (s)	15.0	53.0		32.0	32.0		36.0	36.0		36.0	36.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0			5.0	6.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	0.2	0.2		0.2	0.2		2.0	2.0		2.0	2.0	0.2
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	None
v/c Ratio	0.11	0.77		0.09	0.47			0.01			0.79	0.18
Control Delay	8.2	15.6		13.2	9.2			0.0			52.9	15.4
Queue Delay	0.0	0.0		0.0	0.2			0.0			0.0	0.0
Total Delay	8.2	15.6		13.2	9.4			0.0			52.9	15.4
Queue Length 50th (ft)	7	373		2	138			0			156	28
Queue Length 95th (ft)	21	550		m9	214			0			209	53
Internal Link Dist (ft)		343			214			225			336	
Turn Bay Length (ft)	130			70								90
Base Capacity (vph)	448	2384		77	1969			589			530	736
Starvation Cap Reductn	0	0		0	365			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.08	0.77		0.09	0.57			0.01			0.49	0.13

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 32: Taylor Road/Woods Road & NYS Route 100C (Grasslands Road)

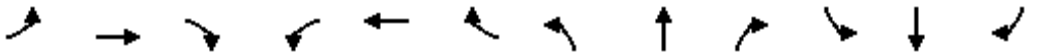




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	1570	1	6	698	90	2	0	3	222	0	83
Future Volume (veh/h)	29	1570	1	6	698	90	2	0	3	222	0	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1885	1885	1894	1820	1820	1976	1976	1976	2181	2181	2165
Adj Flow Rate, veh/h	34	1826	1	7	812	105	2	0	3	258	0	97
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	12	1	1	0	5	5	0	0	0	0	0	1
Cap, veh/h	284	2135	1	115	1549	200	66	21	56	365	0	600
Arrive On Green	0.02	0.58	0.58	0.50	0.50	0.50	0.31	0.00	0.31	0.31	0.00	0.31
Sat Flow, veh/h	1640	3674	2	258	3079	398	51	69	181	949	0	1835
Grp Volume(v), veh/h	34	890	937	7	456	461	5	0	0	258	0	97
Grp Sat Flow(s),veh/h/ln	1640	1791	1885	258	1729	1748	301	0	0	949	0	1835
Q Serve(g_s), s	1.0	41.4	41.4	2.3	17.8	17.8	0.1	0.0	0.0	0.0	0.0	3.8
Cycle Q Clear(g_c), s	1.0	41.4	41.4	35.9	17.8	17.8	28.4	0.0	0.0	28.3	0.0	3.8
Prop In Lane	1.00		0.00	1.00		0.23	0.40		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	284	1041	1095	115	870	879	143	0	0	365	0	600
V/C Ratio(X)	0.12	0.86	0.86	0.06	0.52	0.52	0.03	0.00	0.00	0.71	0.00	0.16
Avail Cap(c_a), veh/h	500	1041	1095	115	870	879	222	0	0	450	0	694
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.8	17.4	17.4	35.6	16.8	16.8	27.2	0.0	0.0	33.7	0.0	23.9
Incr Delay (d2), s/veh	0.1	9.0	8.6	1.0	2.2	2.1	0.0	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	17.3	18.1	0.2	7.0	7.1	0.1	0.0	0.0	6.3	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.9	26.4	26.0	36.6	18.9	18.9	27.2	0.0	0.0	36.2	0.0	24.0
LnGrp LOS	B	C	C	D	B	B	C	A	A	D	A	C
Approach Vol, veh/h		1861			924			5			355	
Approach Delay, s/veh		26.0			19.1			27.2			32.8	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	64.1		35.9	7.8	56.3		35.9					
Change Period (Y+Rc), s	6.0		5.0	6.0	6.0		5.0					
Max Green Setting (Gmax), s	53.0		36.0	15.0	32.0		36.0					
Max Q Clear Time (g_c+I1), s	43.4		30.3	3.0	37.9		30.4					
Green Ext Time (p_c), s	1.0		0.6	0.0	0.0		0.0					

Intersection Summary												
HCM 6th Ctrl Delay		24.7										
HCM 6th LOS		C										



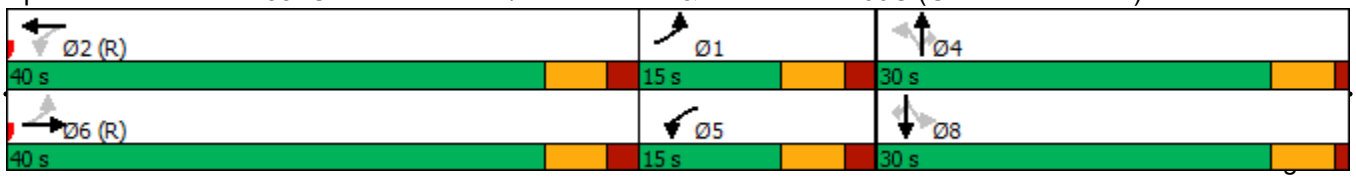
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	944	24	142	542	100	79	27	400	256	13	20
Future Volume (vph)	16	944	24	142	542	100	79	27	400	256	13	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	15
Grade (%)		3%			-2%			2%			0%	
Storage Length (ft)	230		0	255		0	0		190	100		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00				0.98
Frt		0.996			0.977				0.850			0.850
Flt Protected	0.950			0.950				0.964			0.955	
Satd. Flow (prot)	1778	1842	0	1753	1787	0	0	1800	1567	0	1781	1777
Flt Permitted	0.119			0.101				0.447			0.651	
Satd. Flow (perm)	223	1842	0	186	1787	0	0	834	1567	0	1214	1738
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			13				251			116
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		405			402			287			234	
Travel Time (s)		6.9			6.9			6.5			6.4	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	9%	4%	4%	10%	1%	0%	2%	2%	0%	0%
Adj. Flow (vph)	18	1073	27	161	616	114	90	31	455	291	15	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	1100	0	161	730	0	0	121	455	0	306	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	0.99	0.99	0.99	1.01	1.01	1.01	1.00	1.00	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	83
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	-5	-5
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43		43	43			43	43		43	43
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex

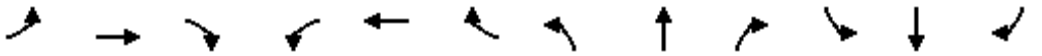
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.0	16.0		9.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	15.0	40.0		15.0	40.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	17.6%	47.1%		17.6%	47.1%		35.3%	35.3%	35.3%	35.3%	35.3%	35.3%
Maximum Green (s)	9.0	34.0		9.0	34.0		25.0	25.0	25.0	25.0	25.0	25.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
v/c Ratio	0.08	1.37		0.67	0.78			0.52	0.74		0.91	0.04
Control Delay	10.6	198.2		39.3	27.1			34.5	19.9		61.6	0.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	10.6	198.2		39.3	27.1			34.5	19.9		61.6	0.1
Queue Length 50th (ft)	4	~832		38	260			52	91		151	0
Queue Length 95th (ft)	12	#1040		#98	#603			105	196		#288	0
Internal Link Dist (ft)		325			322			207			154	
Turn Bay Length (ft)	230			255					190			
Base Capacity (vph)	285	804		274	939			247	641		360	597
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.06	1.37		0.59	0.78			0.49	0.71		0.85	0.04

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 33: Clearbrook Road/Walker Road & NYS Route 100C (Grasslands Road)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	944	24	142	542	100	79	27	400	256	13	20
Future Volume (veh/h)	16	944	24	142	542	100	79	27	400	256	13	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1832	1832	1919	1919	1919	1876	1876	1847	1900	1900	1976
Adj Flow Rate, veh/h	18	1073	27	161	616	114	90	31	0	291	15	23
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	1	1	4	4	4	0	0	2	0	0	0
Cap, veh/h	293	712	18	290	630	117	176	51		473	20	480
Arrive On Green	0.11	0.40	0.40	0.11	0.40	0.40	0.29	0.29	0.00	0.29	0.29	0.29
Sat Flow, veh/h	1759	1779	45	1827	1575	291	357	176	1565	1360	70	1672
Grp Volume(v), veh/h	18	0	1100	161	0	730	121	0	0	306	0	23
Grp Sat Flow(s),veh/h/ln	1759	0	1824	1827	0	1866	533	0	1565	1430	0	1672
Q Serve(g_s), s	0.0	0.0	34.0	3.0	0.0	32.8	5.9	0.0	0.0	0.0	0.0	0.8
Cycle Q Clear(g_c), s	0.0	0.0	34.0	3.0	0.0	32.8	22.4	0.0	0.0	16.5	0.0	0.8
Prop In Lane	1.00		0.02	1.00		0.16	0.74		1.00	0.95		1.00
Lane Grp Cap(c), veh/h	293	0	730	290	0	746	227	0		494	0	480
V/C Ratio(X)	0.06	0.00	1.51	0.55	0.00	0.98	0.53	0.00		0.62	0.00	0.05
Avail Cap(c_a), veh/h	293	0	730	290	0	746	237	0		503	0	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.1	0.0	25.5	34.0	0.0	25.1	35.2	0.0	0.0	27.5	0.0	21.9
Incr Delay (d2), s/veh	0.0	0.0	235.5	1.4	0.0	28.0	0.9	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	60.9	3.0	0.0	18.8	2.5	0.0	0.0	5.7	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	0.0	261.0	35.4	0.0	53.1	36.1	0.0	0.0	29.1	0.0	21.9
LnGrp LOS	C	A	F	D	A	D	D	A		C	A	C
Approach Vol, veh/h		1118			891			121	A		329	
Approach Delay, s/veh		257.3			49.9			36.1			28.6	
Approach LOS		F			D			D			C	

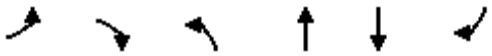
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.6	40.0		29.4	15.6	40.0		29.4				
Change Period (Y+Rc), s	6.0	6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s	9.0	34.0		25.0	9.0	34.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	34.8		24.4	5.0	36.0		18.5				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	0.0		0.7				

Intersection Summary	
HCM 6th Ctrl Delay	140.7
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

YEAR 2024 BUILD TRAFFIC VOLUMES



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	33	481	3	185	374	374
Future Volume (vph)	33	481	3	185	374	374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	14
Grade (%)	0%			-1%	6%	
Storage Length (ft)	0	50	0			75
Storage Lanes	1	0	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.874					0.850
Flt Protected	0.997			0.999		
Satd. Flow (prot)	1637	0	0	3345	1691	1562
Flt Permitted	0.997			0.999		
Satd. Flow (perm)	1637	0	0	3345	1691	1562
Link Speed (mph)	30			30	30	
Link Distance (ft)	295			565	540	
Travel Time (s)	6.7			12.8	12.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	1%	33%	8%	9%	7%
Adj. Flow (vph)	36	529	3	203	411	411
Shared Lane Traffic (%)						
Lane Group Flow (vph)	565	0	0	206	411	411
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	0.96
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

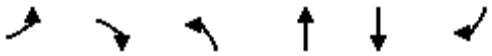
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	481	3	185	374	374
Future Vol, veh/h	33	481	3	185	374	374
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Yield
Storage Length	0	-	-	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-1	6	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	1	33	8	9	7
Mvmt Flow	36	529	3	203	411	411

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	519	-	411	0	-	0
Stage 1	411	-	-	-	-	-
Stage 2	108	-	-	-	-	-
Critical Hdwy	6.645	-	4.595	-	-	-
Critical Hdwy Stg 1	5.445	-	-	-	-	-
Critical Hdwy Stg 2	5.845	-	-	-	-	-
Follow-up Hdwy	3.5285	-	2.5135	-	-	-
Pot Cap-1 Maneuver	499	0	975	-	-	-
Stage 1	666	0	-	-	-	-
Stage 2	902	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	498	-	975	-	-	-
Mov Cap-2 Maneuver	498	-	-	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	902	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	975	-	498	-	-
HCM Lane V/C Ratio	0.003	-	0.073	-	-
HCM Control Delay (s)	8.7	0	12.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	97	188	834	21
Future Volume (vph)	0	0	97	188	834	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	11	11	11	11
Grade (%)	7%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.997	
Flt Protected				0.983		
Satd. Flow (prot)	0	2017	0	1669	1730	0
Flt Permitted				0.983		
Satd. Flow (perm)	0	2017	0	1669	1730	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	707			851	724	
Travel Time (s)	16.1			14.5	12.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	5%	9%	6%	0%
Adj. Flow (vph)	0	0	109	211	937	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	320	961	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.92	0.92	1.05	1.05	1.04	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

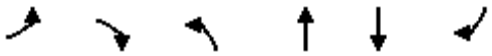
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	97	188	834	21
Future Vol, veh/h	0	0	97	188	834	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	7	-	-	1	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	5	9	6	0
Mvmt Flow	0	0	109	211	937	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	949	961	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.15	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.245	-	-	-
Pot Cap-1 Maneuver	0	265	704	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	265	704	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	3.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	704	-	-	-	-
HCM Lane V/C Ratio	0.155	-	-	-	-
HCM Control Delay (s)	11	0	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-	-

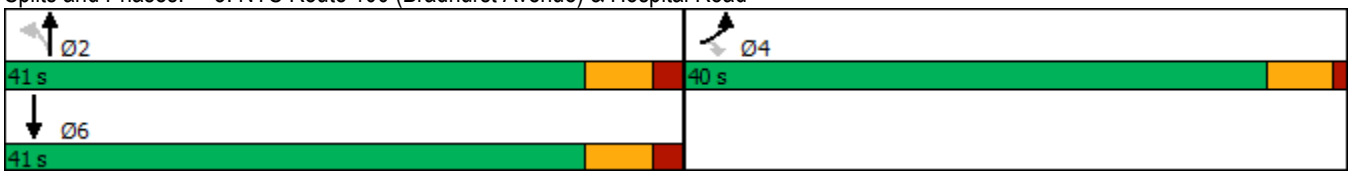


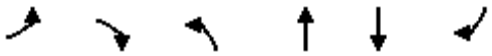
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	202	301	102	83	455	379
Future Volume (vph)	202	301	102	83	455	379
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	5%			2%	-1%	
Storage Length (ft)	115	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	86		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.939	
Flt Protected	0.950			0.973		
Satd. Flow (prot)	1709	1406	0	1341	1654	0
Flt Permitted	0.950			0.331		
Satd. Flow (perm)	1709	1406	0	456	1654	0
Right Turn on Red		Yes				No
Satd. Flow (RTOR)		245				
Link Speed (mph)	25			40	40	
Link Distance (ft)	301			870	851	
Travel Time (s)	8.2			14.8	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	12%	40%	22%	8%	1%
Adj. Flow (vph)	220	327	111	90	495	412
Shared Lane Traffic (%)						
Lane Group Flow (vph)	220	327	0	201	907	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	1	2	2	
Detector Template			Left			
Leading Detector (ft)	83	83	20	83	83	
Trailing Detector (ft)	-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	
Detector 2 Size(ft)	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	
Minimum Split (s)	10.0	10.0	16.0	16.0	16.0	
Total Split (s)	40.0	40.0	41.0	41.0	41.0	
Total Split (%)	49.4%	49.4%	50.6%	50.6%	50.6%	
Maximum Green (s)	35.0	35.0	35.0	35.0	35.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	3.0	3.0	3.0	
Recall Mode	None	None	Min	Min	Min	
v/c Ratio	0.61	0.67		0.73	0.91	
Control Delay	28.4	13.4		31.2	28.6	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	28.4	13.4		31.2	28.6	
Queue Length 50th (ft)	70	24		42	233	
Queue Length 95th (ft)	128	90		#182	#596	
Internal Link Dist (ft)	221			790	771	
Turn Bay Length (ft)	115					
Base Capacity (vph)	1027	943		274	994	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.21	0.35		0.73	0.91	

Intersection Summary	
Area Type:	Other
Cycle Length: 81	
Actuated Cycle Length: 58.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: NYS Route 100 (Bradhurst Avenue) & Hospital Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	202	301	102	83	455	379
Future Volume (veh/h)	202	301	102	83	455	379
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1708	1575	1550	1550	1819	1819
Adj Flow Rate, veh/h	220	327	111	90	495	412
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	12	22	22	8	8
Cap, veh/h	476	390	86	39	494	411
Arrive On Green	0.29	0.29	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1627	1335	0	72	918	764
Grp Volume(v), veh/h	220	327	201	0	0	907
Grp Sat Flow(s),veh/h/ln	1627	1335	72	0	0	1682
Q Serve(g_s), s	7.2	14.9	0.0	0.0	0.0	35.0
Cycle Q Clear(g_c), s	7.2	14.9	35.0	0.0	0.0	35.0
Prop In Lane	1.00	1.00	0.55			0.45
Lane Grp Cap(c), veh/h	476	390	125	0	0	905
V/C Ratio(X)	0.46	0.84	1.61	0.00	0.00	1.00
Avail Cap(c_a), veh/h	876	719	125	0	0	905
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	18.8	21.6	21.9	0.0	0.0	15.0
Incr Delay (d2), s/veh	0.3	1.9	309.6	0.0	0.0	30.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	4.6	11.9	0.0	0.0	17.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.1	23.4	331.5	0.0	0.0	45.3
LnGrp LOS	B	C	F	A	A	F
Approach Vol, veh/h	547			201	907	
Approach Delay, s/veh	21.7			331.5	45.3	
Approach LOS	C			F	D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		41.0		24.0		41.0
Change Period (Y+Rc), s		6.0		5.0		6.0
Max Green Setting (Gmax), s		35.0		35.0		35.0
Max Q Clear Time (g_c+I1), s		37.0		16.9		37.0
Green Ext Time (p_c), s		0.0		2.1		0.0

Intersection Summary	
HCM 6th Ctrl Delay	72.3
HCM 6th LOS	E



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	49	16	424	332	47	136
Future Volume (vph)	49	16	424	332	47	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	6%		1%			-4%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.941			
Flt Protected	0.950					0.987
Satd. Flow (prot)	1549	1567	1564	0	0	1442
Flt Permitted	0.950					0.987
Satd. Flow (perm)	1549	1567	1564	0	0	1442
Link Speed (mph)	30		40			40
Link Distance (ft)	146		870			216
Travel Time (s)	3.3		14.8			3.7
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	13%	0%	17%	1%	0%	38%
Adj. Flow (vph)	55	18	476	373	53	153
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	18	849	0	0	206
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.05	1.05	1.02	1.02
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	49	16	424	332	47	136
Future Vol, veh/h	49	16	424	332	47	136
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	6	-	1	-	-	-4
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	13	0	17	1	0	38
Mvmt Flow	55	18	476	373	53	153

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	922	663	0	0	849	0
Stage 1	663	-	-	-	-	-
Stage 2	259	-	-	-	-	-
Critical Hdwy	7.73	6.8	-	-	4.1	-
Critical Hdwy Stg 1	6.73	-	-	-	-	-
Critical Hdwy Stg 2	6.73	-	-	-	-	-
Follow-up Hdwy	3.617	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	211	416	-	-	798	-
Stage 1	395	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	196	416	-	-	798	-
Mov Cap-2 Maneuver	196	-	-	-	-	-
Stage 1	395	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	26.4	0	2.5
HCM LOS	D		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	798	-	196	416	-	-
HCM Lane V/C Ratio	0.066	-	0.281	0.043	-	-
HCM Control Delay (s)	9.8	0	30.4	14	-	-
HCM Lane LOS	A	A	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1	0.1	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	170	0	0	482	398	333
Future Volume (vph)	170	0	0	482	398	333
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	12	12
Grade (%)	5%			-5%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.939	
Flt Protected					0.973	
Satd. Flow (prot)	1789	0	0	1837	1650	0
Flt Permitted					0.973	
Satd. Flow (perm)	1789	0	0	1837	1650	0
Link Speed (mph)	25			25	30	
Link Distance (ft)	322			301	733	
Travel Time (s)	8.8			8.2	16.7	
Confl. Peds. (#/hr)		2	2		2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	0%	0%	6%	0%	8%
Adj. Flow (vph)	185	0	0	524	433	362
Shared Lane Traffic (%)						
Lane Group Flow (vph)	185	0	0	524	795	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.97	0.97	1.02	1.02
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	170.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↱	
Traffic Vol, veh/h	170	0	0	482	398	333
Future Vol, veh/h	170	0	0	482	398	333
Conflicting Peds, #/hr	0	2	2	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	0	0	6	0	8
Mvmt Flow	185	0	0	524	433	362

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	711	187
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	526	-
Critical Hdwy	-	-	-	-	7	6.58
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.5	3.372
Pot Cap-1 Maneuver	-	0	0	-	~ 358	827
Stage 1	-	0	0	-	826	-
Stage 2	-	0	0	-	547	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	~ 357	826
Mov Cap-2 Maneuver	-	-	-	-	~ 357	-
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	546	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	$ 322.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	482	-	-
HCM Lane V/C Ratio	1.648	-	-
HCM Control Delay (s)	$ 322.2	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	45.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	170	87	47	832	0	0
Future Volume (vph)	170	87	47	832	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12
Grade (%)	5%			-5%	1%	
Storage Length (ft)		0	115		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			86		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.954					
Flt Protected			0.950			
Satd. Flow (prot)	1602	0	1242	1928	0	1890
Flt Permitted			0.950			
Satd. Flow (perm)	1602	0	1242	1928	0	1890
Link Speed (mph)	25			25	30	
Link Distance (ft)	240			322	1098	
Travel Time (s)	6.5			8.8	25.0	
Confl. Peds. (#/hr)		2	2		2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	6%	44%	1%	0%	0%
Adj. Flow (vph)	185	95	51	904	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	280	0	51	904	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.08	1.08	1.01	0.97	1.01	1.01
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

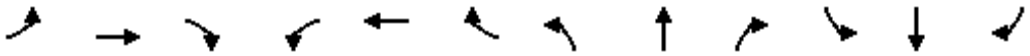
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	87	47	832	0	0
Future Vol, veh/h	170	87	47	832	0	0
Conflicting Peds, #/hr	0	2	2	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	6	44	1	0	0
Mvmt Flow	185	95	51	904	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	282	0	-	237
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.54	-	-	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.596	-	-	3.3
Pot Cap-1 Maneuver	-	-	1074	-	0	802
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1072	-	-	799
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1072	-
HCM Lane V/C Ratio	-	-	-	0.048	-
HCM Control Delay (s)	0	-	-	8.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	166	148	279	540	14	129	5	146	9	3	10
Future Volume (vph)	15	166	148	279	540	14	129	5	146	9	3	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	15	15	15	12	12	12
Grade (%)		3%			-5%			0%			0%	
Storage Length (ft)	90		0	90		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.929			0.997			0.929			0.938	
Flt Protected	0.950			0.950				0.977			0.980	
Satd. Flow (prot)	1627	1568	0	1710	1922	0	0	1718	0	0	1712	0
Flt Permitted	0.950			0.950				0.977			0.980	
Satd. Flow (perm)	1627	1568	0	1710	1922	0	0	1718	0	0	1712	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		426			240			931			449	
Travel Time (s)		11.6			6.5			25.4			12.2	
Confl. Peds. (#/hr)			2	2			2		2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.92	0.93	0.92	0.92
Heavy Vehicles (%)	2%	9%	13%	1%	1%	2%	18%	2%	4%	2%	2%	2%
Adj. Flow (vph)	16	180	161	303	587	14	140	5	159	10	3	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	341	0	303	601	0	0	304	0	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.02	1.02	1.06	0.97	0.97	0.88	0.88	0.88	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other

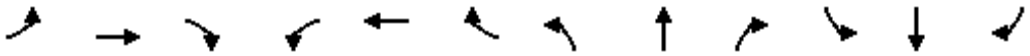
Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	41.2
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	166	148	279	540	14	129	5	146	9	3	10
Future Vol, veh/h	15	166	148	279	540	14	129	5	146	9	3	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.92	0.93	0.92	0.92
Heavy Vehicles, %	2	9	13	1	1	2	18	2	4	2	2	2
Mvmt Flow	16	180	161	303	587	14	140	5	159	10	3	11
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	20.5	57.7	18.6	11.2
HCM LOS	C	F	C	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	46%	100%	0%	100%	0%	41%
Vol Thru, %	2%	0%	53%	0%	97%	14%
Vol Right, %	52%	0%	47%	0%	3%	45%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	280	15	314	279	554	22
LT Vol	129	15	0	279	0	9
Through Vol	5	0	166	0	540	3
RT Vol	146	0	148	0	14	10
Lane Flow Rate	304	16	341	303	601	24
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.568	0.034	0.638	0.576	1.054	0.05
Departure Headway (Hd)	6.891	7.641	6.912	6.842	6.314	7.797
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	527	471	526	528	577	462
Service Time	4.891	5.341	4.612	4.596	4.068	5.797
HCM Lane V/C Ratio	0.577	0.034	0.648	0.574	1.042	0.052
HCM Control Delay	18.6	10.6	21	18.5	77.5	11.2
HCM Lane LOS	C	B	C	C	F	B
HCM 95th-tile Q	3.5	0.1	4.4	3.6	17	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	181	189	25	65	369	245	7	0	23	118	0	124
Future Volume (vph)	181	189	25	65	369	245	7	0	23	118	0	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	15	12	12	12	12
Grade (%)		2%			-2%			0%			0%	
Storage Length (ft)	200		200	100		200	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.898			0.931	
Flt Protected	0.950			0.950				0.988			0.976	
Satd. Flow (prot)	1752	1726	1567	1787	1863	1599	0	1818	0	0	1693	0
Flt Permitted	0.950			0.950				0.988			0.976	
Satd. Flow (perm)	1752	1726	1567	1787	1863	1599	0	1818	0	0	1693	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		700			426			197			302	
Travel Time (s)		19.1			11.6			4.5			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	9%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	197	205	27	71	401	266	8	0	25	128	0	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	197	205	27	71	401	266	0	33	0	0	263	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.00	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	29.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	181	189	25	65	369	245	7	0	23	118	0	124
Future Vol, veh/h	181	189	25	65	369	245	7	0	23	118	0	124
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	200	-	200	100	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	9	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	197	205	27	71	401	266	8	0	25	128	0	135

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	667	0	0	232	0	0	1343	1408	205	1156	1169	401
Stage 1	-	-	-	-	-	-	599	599	-	543	543	-
Stage 2	-	-	-	-	-	-	744	809	-	613	626	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	923	-	-	1336	-	-	129	139	836	174	193	649
Stage 1	-	-	-	-	-	-	488	490	-	524	520	-
Stage 2	-	-	-	-	-	-	407	394	-	480	477	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	923	-	-	1336	-	-	82	104	836	136	144	649
Mov Cap-2 Maneuver	-	-	-	-	-	-	82	104	-	136	144	-
Stage 1	-	-	-	-	-	-	384	386	-	412	492	-
Stage 2	-	-	-	-	-	-	305	373	-	366	375	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.6	0.8	16.3	150.3
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	351	923	-	-	1336	-	-	229
HCM Lane V/C Ratio	0.093	0.213	-	-	0.053	-	-	1.149
HCM Control Delay (s)	16.3	10	-	-	7.8	-	-	150.3
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.3	0.8	-	-	0.2	-	-	12.3



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	202	109	36	194	403	97
Future Volume (vph)	202	109	36	194	403	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			3%	-3%	
Storage Length (ft)	0	200	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1743	1717	1872	1607
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1743	1717	1872	1607
Link Speed (mph)	30			25	25	
Link Distance (ft)	964			491	700	
Travel Time (s)	21.9			13.4	19.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	9%	3%	2%
Adj. Flow (vph)	220	118	39	211	438	105
Shared Lane Traffic (%)						
Lane Group Flow (vph)	220	118	39	211	438	105
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.02	1.02	0.98	0.98
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	6.9

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	202	109	36	194	403	97
Future Vol, veh/h	202	109	36	194	403	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	3	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	9	3	2
Mvmt Flow	220	118	39	211	438	105

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	727	438	543	0	-	0
Stage 1	438	-	-	-	-	-
Stage 2	289	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	391	619	1026	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	376	619	1026	-	-	-
Mov Cap-2 Maneuver	376	-	-	-	-	-
Stage 1	626	-	-	-	-	-
Stage 2	760	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	21.9	1.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1026	-	376	619	-	-
HCM Lane V/C Ratio	0.038	-	0.584	0.191	-	-
HCM Control Delay (s)	8.6	-	27.2	12.2	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	3.6	0.7	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	133	0	0	311
Future Volume (vph)	0	0	133	0	0	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	1863	0	1863	1863
Flt Permitted						
Satd. Flow (perm)	1863	1863	1863	0	1863	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	487		964			376
Travel Time (s)	11.1		21.9			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	145	0	0	338
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	145	0	0	338
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	133	0	0	311
Future Vol, veh/h	0	0	133	0	0	311
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	145	0	0	338

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	483	145	0	0	145	0
Stage 1	145	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	542	902	-	-	1437	-
Stage 1	882	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	542	902	-	-	1437	-
Mov Cap-2 Maneuver	542	-	-	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	722	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1437	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	133	0	0	311
Future Volume (vph)	0	0	133	0	0	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	1863	0	1863	1863
Flt Permitted						
Satd. Flow (perm)	1863	1863	1863	0	1863	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	518		376			355
Travel Time (s)	11.8		8.5			8.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	145	0	0	338
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	145	0	0	338
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

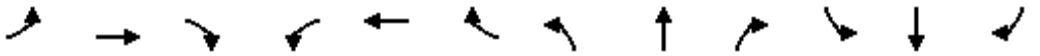
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	133	0	0	311
Future Vol, veh/h	0	0	133	0	0	311
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	145	0	0	338

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	483	145	0	0	145	0
Stage 1	145	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	542	902	-	-	1437	-
Stage 1	882	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	542	902	-	-	1437	-
Mov Cap-2 Maneuver	542	-	-	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	722	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1437	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-



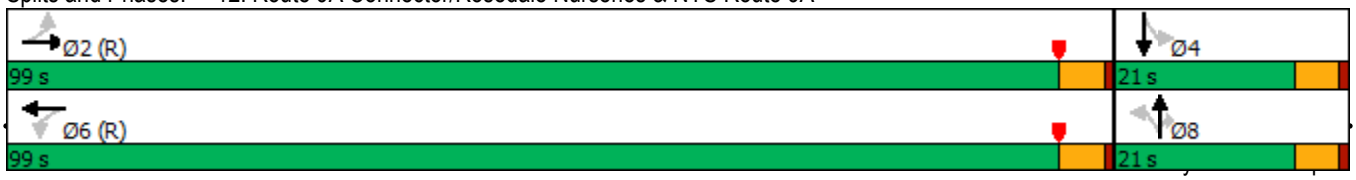
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	589	165	145	1346	13	57	0	76	2	0	2
Future Volume (vph)	13	589	165	145	1346	13	57	0	76	2	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	12	12	12	12	15	12
Grade (%)		-1%			4%			-8%			0%	
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.999				0.850		0.932	
Flt Protected		0.999			0.995			0.950			0.976	
Satd. Flow (prot)	0	2834	0	0	2982	0	0	1840	1647	0	1864	0
Flt Permitted		0.907			0.720			0.755			0.881	
Satd. Flow (perm)	0	2573	0	0	2158	0	0	1463	1647	0	1682	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		96			2				83		18	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		621			975			568			134	
Travel Time (s)		9.4			14.8			12.9			3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	25%	2%	2%	11%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	14	640	179	158	1463	14	62	0	83	2	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	833	0	0	1635	0	0	62	83	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.12	1.12	1.12	0.95	0.95	0.95	1.00	0.88	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

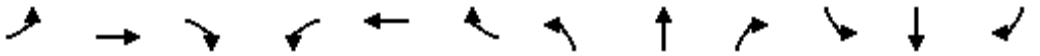
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	2	2		6	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0	21.0	21.0	21.0	
Total Split (s)	99.0	99.0		99.0	99.0		21.0	21.0	21.0	21.0	21.0	
Total Split (%)	82.5%	82.5%		82.5%	82.5%		17.5%	17.5%	17.5%	17.5%	17.5%	
Maximum Green (s)	94.0	94.0		94.0	94.0		16.0	16.0	16.0	16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0			5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None	None	None	None	
Walk Time (s)										5.0	5.0	
Flash Dont Walk (s)										11.0	11.0	
Pedestrian Calls (#/hr)										0	0	
v/c Ratio		0.39			0.91			0.49	0.38		0.02	
Control Delay		2.1			17.9			64.3	15.4		0.2	
Queue Delay		0.0			0.3			0.0	0.0		0.0	
Total Delay		2.1			18.2			64.3	15.4		0.2	
Queue Length 50th (ft)		14			355			47	0		0	
Queue Length 95th (ft)		71			#801			90	47		1	
Internal Link Dist (ft)		541			895			488			54	
Turn Bay Length (ft)									150			
Base Capacity (vph)		2151			1791			195	291		239	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			15			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.39			0.92			0.32	0.29		0.02	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A

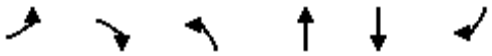




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	589	165	145	1346	13	57	0	76	2	0	2
Future Volume (veh/h)	13	589	165	145	1346	13	57	0	76	2	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1564	1564	1564	1643	1643	1643	2185	2185	2185	1870	1945	1870
Adj Flow Rate, veh/h	14	640	179	158	1463	14	62	0	83	2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	25	25	25	11	11	11	2	2	2	2	2	2
Cap, veh/h	50	1846	511	229	2062	21	176	0	116	70	14	39
Arrive On Green	0.85	0.85	0.85	0.85	0.85	0.85	0.06	0.00	0.06	0.06	0.00	0.06
Sat Flow, veh/h	23	2162	598	226	2415	24	1849	0	1851	405	219	624
Grp Volume(v), veh/h	439	0	394	782	0	853	62	0	83	4	0	0
Grp Sat Flow(s),veh/h/ln	1468	0	1316	1174	0	1490	1849	0	1851	1249	0	0
Q Serve(g_s), s	0.0	0.0	7.5	32.2	0.0	23.5	0.0	0.0	5.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	7.5	39.7	0.0	23.5	3.5	0.0	5.3	3.5	0.0	0.0
Prop In Lane	0.03		0.45	0.20		0.02	1.00		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	1284	0	1123	1039	0	1273	176	0	116	123	0	0
V/C Ratio(X)	0.34	0.00	0.35	0.75	0.00	0.67	0.35	0.00	0.71	0.03	0.00	0.00
Avail Cap(c_a), veh/h	1284	0	1123	1039	0	1273	293	0	247	229	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.00	0.89	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	1.8	0.0	1.8	4.6	0.0	3.0	54.3	0.0	55.2	52.8	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.8	5.0	0.0	2.8	1.2	0.0	7.8	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.0	6.0	0.0	3.6	1.9	0.0	2.7	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	2.4	0.0	2.6	9.6	0.0	5.8	55.5	0.0	63.0	52.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	E	D	A	A
Approach Vol, veh/h		833			1635			145			4	
Approach Delay, s/veh		2.5			7.6			59.8			52.9	
Approach LOS		A			A			E			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		107.5		12.5		107.5		12.5				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		94.0		16.0		94.0		16.0				
Max Q Clear Time (g_c+I1), s		9.5		5.5		41.7		7.3				
Green Ext Time (p_c), s		6.2		0.0		19.5		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			9.0									
HCM 6th LOS			A									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	56	57	150	673	7
Future Volume (vph)	8	56	57	150	673	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Grade (%)	-4%			-4%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.882				0.999	
Flt Protected	0.994			0.986		
Satd. Flow (prot)	1645	0	0	1702	1655	0
Flt Permitted	0.994			0.986		
Satd. Flow (perm)	1645	0	0	1702	1655	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	380			540	375	
Travel Time (s)	8.6			12.3	8.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	12%	6%	2%	11%	9%	29%
Adj. Flow (vph)	9	63	64	169	756	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	0	233	764	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.93	0.93	1.02	1.02	1.07	1.07
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

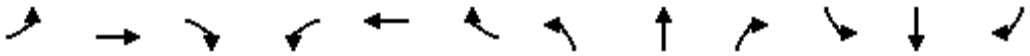
Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	56	57	150	673	7
Future Vol, veh/h	8	56	57	150	673	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-4	-	-	-4	3	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	12	6	2	11	9	29
Mvmt Flow	9	63	64	169	756	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1057	760	764	0	-	0
Stage 1	760	-	-	-	-	-
Stage 2	297	-	-	-	-	-
Critical Hdwy	5.72	5.86	4.12	-	-	-
Critical Hdwy Stg 1	4.72	-	-	-	-	-
Critical Hdwy Stg 2	4.72	-	-	-	-	-
Follow-up Hdwy	3.608	3.354	2.218	-	-	-
Pot Cap-1 Maneuver	302	435	849	-	-	-
Stage 1	526	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	277	435	849	-	-	-
Mov Cap-2 Maneuver	277	-	-	-	-	-
Stage 1	482	-	-	-	-	-
Stage 2	782	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.8	2.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	849	-	406	-	-
HCM Lane V/C Ratio	0.075	-	0.177	-	-
HCM Control Delay (s)	9.6	0	15.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	2	6	16	1	2	1	145	7	3	648	1
Future Volume (vph)	2	2	6	16	1	2	1	145	7	3	648	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)		-8%			-3%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.914			0.986			0.994				
Flt Protected		0.991			0.959							
Satd. Flow (prot)	0	1664	0	0	1702	0	0	1658	0	0	1733	0
Flt Permitted		0.991			0.959							
Satd. Flow (perm)	0	1664	0	0	1702	0	0	1658	0	0	1733	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		345			400			127			243	
Travel Time (s)		7.8			9.1			2.9			5.5	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	13%	0%	0%	6%	0%
Adj. Flow (vph)	2	2	7	17	1	2	1	158	8	3	704	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	20	0	0	167	0	0	708	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.07	1.07	1.07	1.02	1.02	1.02	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

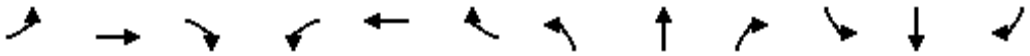
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	2	6	16	1	2	1	145	7	3	648	1
Future Vol, veh/h	2	2	6	16	1	2	1	145	7	3	648	1
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-8	-	-	-3	-	-	-4	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	0	0	0	0	13	0	0	6	0
Mvmt Flow	2	2	7	17	1	2	1	158	8	3	704	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	878	879	705	879	875	163	705	0	0	166	0	0
Stage 1	711	711	-	164	164	-	-	-	-	-	-	-
Stage 2	167	168	-	715	711	-	-	-	-	-	-	-
Critical Hdwy	5.52	4.9	5.4	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	4.52	3.9	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.52	3.9	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	397	426	514	313	335	899	902	-	-	1424	-	-
Stage 1	581	603	-	866	788	-	-	-	-	-	-	-
Stage 2	899	822	-	479	495	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	393	424	514	307	334	898	902	-	-	1424	-	-
Mov Cap-2 Maneuver	393	424	-	307	334	-	-	-	-	-	-	-
Stage 1	580	601	-	865	787	-	-	-	-	-	-	-
Stage 2	894	821	-	470	494	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.9	16.6	0.1	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	902	-	-	466	331	1424	-	-
HCM Lane V/C Ratio	0.001	-	-	0.023	0.062	0.002	-	-
HCM Control Delay (s)	9	0	-	12.9	16.6	7.5	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	9	4	141	9	11	1	94	62	51	524	5
Future Volume (vph)	2	9	4	141	9	11	1	94	62	51	524	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)		-10%			1%			-4%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.960			0.991			0.947			0.999	
Flt Protected		0.994			0.958						0.996	
Satd. Flow (prot)	0	1669	0	0	1387	0	0	1629	0	0	1699	0
Flt Permitted		0.994			0.958						0.996	
Satd. Flow (perm)	0	1669	0	0	1387	0	0	1629	0	0	1699	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		384			403			243			1071	
Travel Time (s)		8.7			9.2			5.5			24.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	11%	0%	23%	11%	0%	0%	7%	12%	6%	6%	0%
Adj. Flow (vph)	2	10	5	162	10	13	1	108	71	59	602	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	185	0	0	180	0	0	667	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.10	1.10	1.10	1.02	1.02	1.02	1.07	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	11.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	9	4	141	9	11	1	94	62	51	524	5
Future Vol, veh/h	2	9	4	141	9	11	1	94	62	51	524	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-10	-	-	1	-	-	-4	-	-	3	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	11	0	23	11	0	0	7	12	6	6	0
Mvmt Flow	2	10	5	162	10	13	1	108	71	59	602	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	880	904	605	877	872	144	608	0	0	179	0	0
Stage 1	723	723	-	146	146	-	-	-	-	-	-	-
Stage 2	157	181	-	731	726	-	-	-	-	-	-	-
Critical Hdwy	5.1	4.61	5.2	7.53	6.81	6.3	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	4.1	3.61	-	6.53	5.81	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.1	3.61	-	6.53	5.81	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.099	3.3	3.707	4.099	3.3	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	440	442	593	236	266	905	980	-	-	1373	-	-
Stage 1	629	624	-	803	753	-	-	-	-	-	-	-
Stage 2	927	811	-	367	400	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	399	413	593	218	248	905	980	-	-	1373	-	-
Mov Cap-2 Maneuver	399	413	-	218	248	-	-	-	-	-	-	-
Stage 1	628	583	-	802	752	-	-	-	-	-	-	-
Stage 2	901	810	-	334	374	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.4	62.4	0.1	0.7
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	980	-	-	447	232	1373	-	-
HCM Lane V/C Ratio	0.001	-	-	0.039	0.798	0.043	-	-
HCM Control Delay (s)	8.7	0	-	13.4	62.4	7.7	0	-
HCM Lane LOS	A	A	-	B	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	5.9	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	115	6	16	89	0	482
Future Volume (vph)	115	6	16	89	0	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Grade (%)	7%		-10%			4%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994		0.886			
Flt Protected	0.955					
Satd. Flow (prot)	1523	0	1613	0	0	1832
Flt Permitted	0.955					
Satd. Flow (perm)	1523	0	1613	0	0	1832
Link Speed (mph)	30		30			30
Link Distance (ft)	502		1071			320
Travel Time (s)	11.4		24.3			7.3
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	11%	0%	11%	5%	0%	5%
Adj. Flow (vph)	140	7	20	109	0	588
Shared Lane Traffic (%)						
Lane Group Flow (vph)	147	0	129	0	0	588
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	0.98	0.98	0.98	0.98
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	115	6	16	89	0	482
Future Vol, veh/h	115	6	16	89	0	482
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	7	-	-10	-	-	4
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	11	0	11	5	0	5
Mvmt Flow	140	7	20	109	0	588

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	663	75	0	0	129	0
Stage 1	75	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Critical Hdwy	7.91	6.9	-	-	4.1	-
Critical Hdwy Stg 1	6.91	-	-	-	-	-
Critical Hdwy Stg 2	6.91	-	-	-	-	-
Follow-up Hdwy	3.599	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	319	978	-	-	1469	-
Stage 1	899	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	319	978	-	-	1469	-
Mov Cap-2 Maneuver	319	-	-	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	428	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	330	1469	-
HCM Lane V/C Ratio	-	-	0.447	-	-
HCM Control Delay (s)	-	-	24.4	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	2.2	0	-

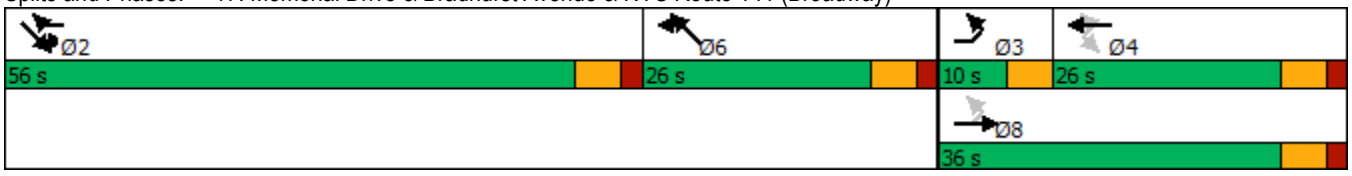
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	98	1	15	118	311	806	9	6	1	39	33
Future Volume (vph)	0	98	1	15	118	311	806	9	6	1	39	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	13	11	12	12	12	14	14	14
Grade (%)		-5%			0%			0%			-4%	
Storage Length (ft)	0		0	0		60	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.999			0.938	
Flt Protected					0.994			0.953			0.999	
Satd. Flow (prot)	0	1854	0	0	1794	1419	0	1708	0	0	1817	0
Flt Permitted					0.959			0.953			0.999	
Satd. Flow (perm)	0	1854	0	0	1731	1419	0	1708	0	0	1817	0
Right Turn on Red			No			No			No			Yes
Satd. Flow (RTOR)											31	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		502			183			594			399	
Travel Time (s)		11.4			4.2			13.5			9.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	5%	0%	7%	9%	10%	6%	0%	0%	100%	5%	6%
Adj. Flow (vph)	0	109	1	17	131	346	896	10	7	1	43	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	110	0	0	148	346	0	913	0	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.96	0.96	1.04	1.00	1.00	1.00	0.89	0.89	0.89
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83	35	20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5	-5	0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5	-5	0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40	40	20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

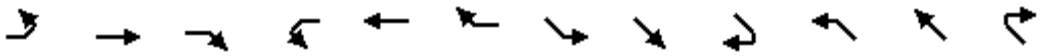
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Turn Type		NA		Perm	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	3	8			4	2	2	2		6	6	
Permitted Phases	8			4		4						
Detector Phase	3	8		4	4	2	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	10.0	36.0		26.0	26.0	56.0	56.0	56.0		26.0	26.0	
Total Split (%)	8.5%	30.5%		22.0%	22.0%	47.5%	47.5%	47.5%		22.0%	22.0%	
Maximum Green (s)	6.0	30.0		20.0	20.0	50.0	50.0	50.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0	3.0	3.0	3.0		2.0	2.0	
Recall Mode	None	None		Max	Max	None	None	None		None	None	
v/c Ratio		0.33			0.40	0.29		0.99			0.47	
Control Delay		35.7			36.6	3.4		52.3			37.4	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		35.7			36.6	3.4		52.3			37.4	
Queue Length 50th (ft)		56			78	42		~555			29	
Queue Length 95th (ft)		109			142	84		#868			75	
Internal Link Dist (ft)		422			103			514			319	
Turn Bay Length (ft)						60						
Base Capacity (vph)		598			372	1182		919			415	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.18			0.40	0.29		0.99			0.20	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 93.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 17: Memorial Drive & Bradhurst Avenue & NYS Route 141 (Broadway)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	98	1	15	118	311	806	9	6	1	39	33
Future Volume (veh/h)	0	98	1	15	118	311	806	9	6	1	39	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2022	2022	2022	1837	1837	1752	1900	1900	1900	2062	2062	2062
Adj Flow Rate, veh/h	0	109	1	17	131	346	896	10	7	1	43	37
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	9	9	10	0	0	0	5	5	5
Cap, veh/h	33	556	5	65	371	1108	936	10	7	1	58	50
Arrive On Green	0.00	0.22	0.22	0.22	0.22	0.22	0.53	0.53	0.53	0.06	0.06	0.06
Sat Flow, veh/h	0	2000	18	97	1696	1485	1775	20	14	24	1011	870
Grp Volume(v), veh/h	0	0	110	148	0	346	913	0	0	81	0	0
Grp Sat Flow(s),veh/h/ln	0	0	2018	1793	0	1485	1809	0	0	1904	0	0
Q Serve(g_s), s	0.0	0.0	4.5	0.0	0.0	7.1	44.1	0.0	0.0	3.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	4.5	6.3	0.0	7.1	44.1	0.0	0.0	3.8	0.0	0.0
Prop In Lane	0.00		0.01	0.11		1.00	0.98		0.01	0.01		0.46
Lane Grp Cap(c), veh/h	0	0	0	436	0	1108	954	0	0	109	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.34	0.00	0.31	0.96	0.00	0.00	0.74	0.00	0.00
Avail Cap(c_a), veh/h	0	0	0	436	0	1108	989	0	0	416	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	30.4	0.0	3.8	20.6	0.0	0.0	42.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.1	0.0	0.7	18.8	0.0	0.0	3.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.0	0.0	7.9	21.8	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	32.5	0.0	4.6	39.4	0.0	0.0	46.2	0.0	0.0
LnGrp LOS	A	A	A	C	A	A	D	A	A	D	A	A
Approach Vol, veh/h		110			494			913			81	
Approach Delay, s/veh		0.0			12.9			39.4			46.2	
Approach LOS		A			B			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.3		26.0		11.2		26.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		50.0		20.0		20.0		30.0				
Max Q Clear Time (g_c+I1), s		46.1		9.1		5.8		6.5				
Green Ext Time (p_c), s		2.2		1.0		0.2		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			28.8									
HCM 6th LOS			C									



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	324	613	123	444	0	0
Future Volume (vph)	324	613	123	444	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	15	15
Grade (%)	-1%			-2%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.912					
Flt Protected				0.989		
Satd. Flow (prot)	1625	0	0	1987	0	2132
Flt Permitted				0.989		
Satd. Flow (perm)	1625	0	0	1987	0	2132
Link Speed (mph)	30			30	30	
Link Distance (ft)	183			641	431	
Travel Time (s)	4.2			14.6	9.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	17%	2%	2%	10%	0%	0%
Adj. Flow (vph)	364	689	138	499	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1053	0	0	637	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.84	0.84	0.86	0.86
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

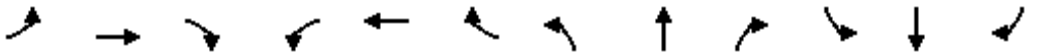
Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	324	613	123	444	0	0
Future Vol, veh/h	324	613	123	444	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-2	-4	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	17	2	2	10	0	0
Mvmt Flow	364	689	138	499	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1053	0	-	709
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	5.8
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.3
Pot Cap-1 Maneuver	-	-	661	-	0	473
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	661	-	-	473
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	661	-
HCM Lane V/C Ratio	-	-	-	0.209	-
HCM Control Delay (s)	0	-	-	11.9	0
HCM Lane LOS	A	-	-	B	A
HCM 95th %tile Q(veh)	-	-	-	0.8	-

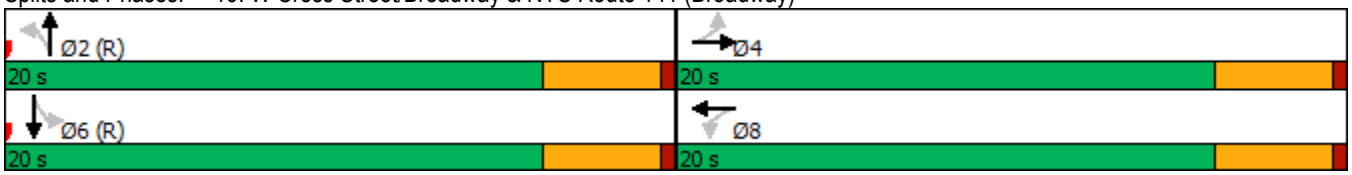


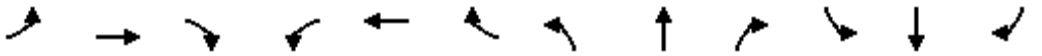
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	228	29	13	398	35	141	35	175	16	0	27
Future Volume (vph)	67	228	29	13	398	35	141	35	175	16	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	16	16	16	16	16	16
Grade (%)		1%			-5%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.988			0.989			0.933			0.916	
Flt Protected		0.990			0.999			0.980			0.981	
Satd. Flow (prot)	0	1658	0	0	1837	0	0	1780	0	0	1743	0
Flt Permitted		0.867			0.986			0.858			0.858	
Satd. Flow (perm)	0	1452	0	0	1813	0	0	1558	0	0	1524	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			13			149			28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		641			362			242			222	
Travel Time (s)		14.6			8.2			5.5			5.0	
Confl. Peds. (#/hr)			1	1					3	3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	19%	7%	0%	9%	3%	2%	0%	16%	13%	0%	8%
Adj. Flow (vph)	71	240	31	14	419	37	148	37	184	17	0	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	342	0	0	470	0	0	369	0	0	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.85	0.85	0.85	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.58			0.64			0.52			0.07	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		13.8			14.4			8.4			5.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.8			14.4			8.4			5.0	
Queue Length 50th (ft)		53			76			32			2	
Queue Length 95th (ft)		113			148			82			14	
Internal Link Dist (ft)		561			282			162			142	
Turn Bay Length (ft)												
Base Capacity (vph)		589			733			712			626	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.58			0.64			0.52			0.07	

Intersection Summary	
Area Type:	Other
Cycle Length: 40	
Actuated Cycle Length: 40	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Pretimed	

Splits and Phases: 19: W Cross Street/Broadway & NYS Route 141 (Broadway)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	228	29	13	398	35	141	35	175	16	0	27
Future Volume (veh/h)	67	228	29	13	398	35	141	35	175	16	0	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1677	1677	1677	2040	2040	2040	1970	1970	1970	1952	1952	1952
Adj Flow Rate, veh/h	71	240	31	14	419	37	148	37	184	17	0	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	19	19	9	9	9	0	0	0	0	0	0
Cap, veh/h	185	469	54	101	727	63	335	119	326	314	53	401
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.00	0.40
Sat Flow, veh/h	191	1172	136	21	1819	157	522	297	814	476	133	1002
Grp Volume(v), veh/h	342	0	0	470	0	0	369	0	0	45	0	0
Grp Sat Flow(s),veh/h/ln	1499	0	0	1997	0	0	1633	0	0	1611	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.3	0.0	0.0	7.3	0.0	0.0	6.7	0.0	0.0	0.6	0.0	0.0
Prop In Lane	0.21		0.09	0.03		0.08	0.40		0.50	0.38		0.62
Lane Grp Cap(c), veh/h	708	0	0	891	0	0	779	0	0	768	0	0
V/C Ratio(X)	0.48	0.00	0.00	0.53	0.00	0.00	0.47	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	708	0	0	891	0	0	779	0	0	768	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	0.0	0.0	9.4	0.0	0.0	9.1	0.0	0.0	7.4	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	2.9	0.0	0.0	2.2	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	0.0	0.0	11.6	0.0	0.0	11.2	0.0	0.0	7.5	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		342			470			369			45	
Approach Delay, s/veh		11.4			11.6			11.2			7.5	
Approach LOS		B			B			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		20.0		20.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s		8.7		8.3		2.6		9.3				
Green Ext Time (p_c), s		1.2		1.2		0.1		1.5				

Intersection Summary												
HCM 6th Ctrl Delay			11.3									
HCM 6th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	36	3	27	1	665	32	2	1509	2
Future Volume (vph)	0	0	0	36	3	27	1	665	32	2	1509	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	11	11	11	11	11	11
Grade (%)		4%			-10%			0%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt					0.945			0.993				
Flt Protected					0.973							
Satd. Flow (prot)	0	2110	0	0	1834	0	0	2749	0	0	3160	0
Flt Permitted					0.973							
Satd. Flow (perm)	0	2110	0	0	1834	0	0	2749	0	0	3160	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		196			421			1159			795	
Travel Time (s)		4.5			9.6			17.6			12.0	
Confl. Peds. (#/hr)	1		1				1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	27%	7%	0%	11%	0%
Adj. Flow (vph)	0	0	0	40	3	30	1	731	35	2	1658	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	73	0	0	767	0	0	1662	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.87	0.87	0.87	0.94	0.94	0.94	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	36	3	27	1	665	32	2	1509	2
Future Vol, veh/h	0	0	0	36	3	27	1	665	32	2	1509	2
Conflicting Peds, #/hr	1	0	1	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	-10	-	-	0	-	-	-1	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	27	7	0	11	0
Mvmt Flow	0	0	0	40	3	30	1	731	35	2	1658	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2034	2432	832	1585	2416	384	1661	0	0	766	0	0
Stage 1	1664	1664	-	751	751	-	-	-	-	-	-	-
Stage 2	370	768	-	834	1665	-	-	-	-	-	-	-
Critical Hdwy	8.3	7.3	7.3	5.5	4.5	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.3	6.3	-	4.5	3.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.3	6.3	-	4.5	3.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	22	19	289	179	127	690	393	-	-	856	-	-
Stage 1	71	107	-	567	639	-	-	-	-	-	-	-
Stage 2	578	349	-	529	391	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	20	18	288	174	123	689	393	-	-	856	-	-
Mov Cap-2 Maneuver	20	18	-	174	123	-	-	-	-	-	-	-
Stage 1	71	104	-	565	636	-	-	-	-	-	-	-
Stage 2	548	348	-	513	379	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	25.9	0	0.1
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	393	-	-	-	244	856	-	-
HCM Lane V/C Ratio	0.003	-	-	-	0.297	0.003	-	-
HCM Control Delay (s)	14.2	0	-	0	25.9	9.2	0.1	-
HCM Lane LOS	B	A	-	A	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.2	0	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	719	164	260	1145	36	48
Future Volume (vph)	719	164	260	1145	36	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Grade (%)	1%			0%	-7%	
Storage Length (ft)		0	0		0	60
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00	
Frt	0.972					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	2762	0	1728	1625	1668	1592
Flt Permitted			0.259		0.950	
Satd. Flow (perm)	2762	0	471	1625	1664	1592
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	58					52
Link Speed (mph)	45			45	30	
Link Distance (ft)	1261			621	366	
Travel Time (s)	19.1			9.4	8.3	
Confl. Peds. (#/hr)					1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	27%	1%	1%	13%	12%	5%
Adj. Flow (vph)	782	178	283	1245	39	52
Shared Lane Traffic (%)						
Lane Group Flow (vph)	960	0	283	1245	39	52
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.05	1.05	1.04	1.04	0.96	0.96
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	20.0		9.0	20.0	20.0	20.0
Total Split (s)	91.0		9.0	100.0	20.0	20.0
Total Split (%)	75.8%		7.5%	83.3%	16.7%	16.7%
Maximum Green (s)	86.0		4.0	95.0	15.0	15.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Min		None	C-Min	Min	Min
v/c Ratio	0.47		0.58	0.90	0.34	0.33
Control Delay	3.2		4.2	8.6	60.4	19.6
Queue Delay	0.0		0.0	0.5	0.0	0.0
Total Delay	3.2		4.2	9.1	60.4	19.6
Queue Length 50th (ft)	30		18	120	29	0
Queue Length 95th (ft)	54		m29	m#1119	65	39
Internal Link Dist (ft)	1181			541	286	
Turn Bay Length (ft)						60
Base Capacity (vph)	2050		485	1377	208	244
Starvation Cap Reductn	0		0	17	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.47		0.58	0.92	0.19	0.21

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 21: Skyline Drive & NYS Route 9A





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	719	164	260	1145	36	48
Future Volume (veh/h)	719	164	260	1145	36	48
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1494	1494	1885	1707	1995	2100
Adj Flow Rate, veh/h	782	178	283	1245	39	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	27	27	1	13	12	5
Cap, veh/h	1826	416	526	1486	88	83
Arrive On Green	0.80	0.80	0.07	1.00	0.05	0.05
Sat Flow, veh/h	2371	523	1795	1707	1900	1780
Grp Volume(v), veh/h	483	477	283	1245	39	52
Grp Sat Flow(s),veh/h/ln	1419	1400	1795	1707	1900	1780
Q Serve(g_s), s	12.7	12.7	4.0	0.0	2.4	3.4
Cycle Q Clear(g_c), s	12.7	12.7	4.0	0.0	2.4	3.4
Prop In Lane		0.37	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1129	1113	526	1486	88	83
V/C Ratio(X)	0.43	0.43	0.54	0.84	0.44	0.63
Avail Cap(c_a), veh/h	1129	1113	526	1486	238	222
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.29	0.29	1.00	1.00
Uniform Delay (d), s/veh	3.8	3.8	3.4	0.0	55.7	56.2
Incr Delay (d2), s/veh	1.0	1.0	0.3	1.8	3.4	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	2.7	0.5	0.7	1.2	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.8	4.8	3.8	1.8	59.1	63.8
LnGrp LOS	A	A	A	A	E	E
Approach Vol, veh/h	960			1528	91	
Approach Delay, s/veh	4.8			2.1	61.8	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.0	100.4				109.4	10.6
Change Period (Y+Rc), s	5.0	5.0				5.0	5.0
Max Green Setting (Gmax), s	4.0	86.0				95.0	15.0
Max Q Clear Time (g_c+I1), s	6.0	14.7				2.0	5.4
Green Ext Time (p_c), s	0.0	7.1				18.4	0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.2
HCM 6th LOS	A

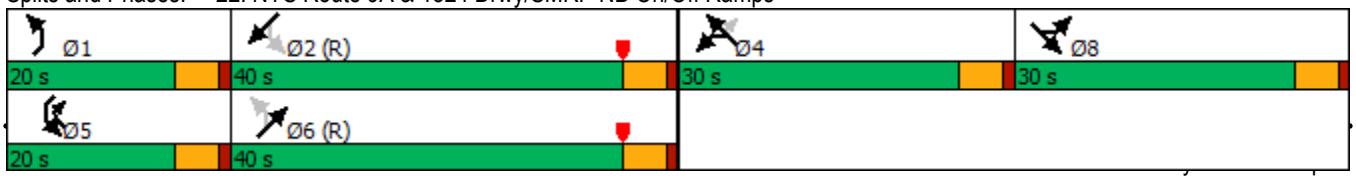
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	391	26	92	40	11	21	87	539	42	57	1038	12
Future Volume (vph)	391	26	92	40	11	21	87	539	42	57	1038	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	11	11	11	11	11	11
Grade (%)		5%			-9%			-1%			-1%	
Storage Length (ft)	150		0	100		60	230		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00				0.99						
Frt		0.945				0.850		0.989			0.998	
Flt Protected	0.950	0.974		0.950	0.972		0.950			0.950		
Satd. Flow (prot)	1530	1496	0	1732	1772	1631	1670	2672	0	1719	3022	0
Flt Permitted	0.950	0.974		0.950	0.972		0.134			0.370		
Satd. Flow (perm)	1528	1495	0	1732	1772	1610	236	2672	0	670	3022	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22				64		7			1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		211			341			3169			1261	
Travel Time (s)		4.8			7.8			48.0			19.1	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	5%	32%	2%	2%	16%	0%
Adj. Flow (vph)	425	28	100	43	12	23	95	586	46	62	1128	13
Shared Lane Traffic (%)	34%			37%								
Lane Group Flow (vph)	280	273	0	27	28	23	95	632	0	62	1141	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.13	1.13	1.13	0.99	0.99	0.99	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template												
Leading Detector (ft)	35	83		35	83	35	35	83		35	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4	5	1	6		5	2	
Permitted Phases						4	6			2		
Detector Phase	8	8		4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	20.0	20.0	40.0		20.0	40.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%	16.7%	16.7%	33.3%		16.7%	33.3%	
Maximum Green (s)	25.0	25.0		25.0	25.0	15.0	15.0	35.0		15.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
v/c Ratio	0.79	0.75		0.28	0.29	0.10	0.41	0.45		0.14	0.76	
Control Delay	59.3	52.2		61.3	61.3	1.0	17.8	21.9		10.7	25.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	59.3	52.2		61.3	61.3	1.0	17.8	21.9		10.7	25.6	
Queue Length 50th (ft)	214	191		21	22	0	31	164		13	341	
Queue Length 95th (ft)	302	276		53	54	0	67	261		m21	m#594	
Internal Link Dist (ft)		131			261			3089			1181	
Turn Bay Length (ft)	150			100		60	230			150		
Base Capacity (vph)	368	377		360	369	332	322	1405		534	1503	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.76	0.72		0.07	0.08	0.07	0.30	0.45		0.12	0.76	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: NYS Route 9A & 1824 Drwy/SMRP NB On/Off Ramps



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	391	26	92	40	11	21	87	539	42	57	1038	12
Future Volume (veh/h)	391	26	92	40	11	21	87	539	42	57	1038	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1753	1753	2254	2254	2254	1864	1459	1459	1909	1699	1699
Adj Flow Rate, veh/h	276	236	100	28	34	23	95	586	46	62	1128	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	0	0	0	0	5	32	32	2	16	16
Cap, veh/h	342	243	103	84	88	144	282	1431	112	466	1784	21
Arrive On Green	0.21	0.21	0.21	0.04	0.04	0.04	0.04	0.55	0.55	0.04	0.55	0.55
Sat Flow, veh/h	1641	1168	495	2147	2254	1896	1776	2604	204	1818	3269	38
Grp Volume(v), veh/h	276	0	336	28	34	23	95	311	321	62	557	584
Grp Sat Flow(s),veh/h/ln	1641	0	1663	2147	2254	1896	1776	1386	1422	1818	1614	1692
Q Serve(g_s), s	19.2	0.0	24.1	1.5	1.8	1.4	2.8	15.7	15.7	1.8	28.7	28.7
Cycle Q Clear(g_c), s	19.2	0.0	24.1	1.5	1.8	1.4	2.8	15.7	15.7	1.8	28.7	28.7
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.14	1.00		0.02
Lane Grp Cap(c), veh/h	342	0	346	84	88	144	282	761	781	466	881	924
V/C Ratio(X)	0.81	0.00	0.97	0.33	0.38	0.16	0.34	0.41	0.41	0.13	0.63	0.63
Avail Cap(c_a), veh/h	342	0	346	447	470	465	433	761	781	627	881	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.34	0.34	0.34
Uniform Delay (d), s/veh	45.2	0.0	47.1	56.1	56.2	51.9	15.1	15.7	15.7	11.9	18.9	18.9
Incr Delay (d2), s/veh	12.4	0.0	40.0	0.9	1.0	0.2	0.3	1.6	1.6	0.0	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	0.0	13.7	0.8	1.0	0.7	1.0	4.9	5.1	0.7	10.1	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	0.0	87.1	57.0	57.3	52.1	15.4	17.3	17.3	11.9	20.1	20.0
LnGrp LOS	E	A	F	E	E	D	B	B	B	B	C	C
Approach Vol, veh/h		612			85			727			1203	
Approach Delay, s/veh		73.8			55.8			17.1			19.6	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	70.5		9.7	9.4	70.9		30.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	35.0		25.0	15.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	4.8	30.7		3.8	3.8	17.7		26.1				
Green Ext Time (p_c), s	0.1	2.4		0.1	0.0	3.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	53	14	674	263	81	1091
Future Volume (vph)	53	14	674	263	81	1091
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		-5%			5%
Storage Length (ft)	0	210		260	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950					0.997
Satd. Flow (prot)	1721	1663	2839	1554	0	2971
Flt Permitted	0.950					0.997
Satd. Flow (perm)	1721	1663	2839	1554	0	2971
Link Speed (mph)	30		45			45
Link Distance (ft)	390		1407			3169
Travel Time (s)	8.9		21.3			48.0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	8%	0%	26%	3%	3%	15%
Adj. Flow (vph)	54	14	688	268	83	1113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	14	688	268	0	1196
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.01	1.01	1.08	1.08
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

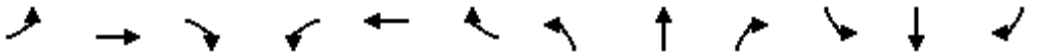
Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	53	14	674	263	81	1091
Future Vol, veh/h	53	14	674	263	81	1091
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	210	-	260	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-6	-	-5	-	-	5
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	8	0	26	3	3	15
Mvmt Flow	54	14	688	268	83	1113

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1411	344	0	0	688	0
Stage 1	688	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Critical Hdwy	5.76	6.3	-	-	4.16	-
Critical Hdwy Stg 1	4.76	-	-	-	-	-
Critical Hdwy Stg 2	4.76	-	-	-	-	-
Follow-up Hdwy	3.58	3.3	-	-	2.23	-
Pot Cap-1 Maneuver	196	697	-	-	895	-
Stage 1	559	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	148	697	-	-	895	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	559	-	-	-	-	-
Stage 2	410	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	35.9	0	1.6
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	148	697	895	-
HCM Lane V/C Ratio	-	-	0.365	0.02	0.092	-
HCM Control Delay (s)	-	-	42.7	10.3	9.4	1
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	1.5	0.1	0.3	-



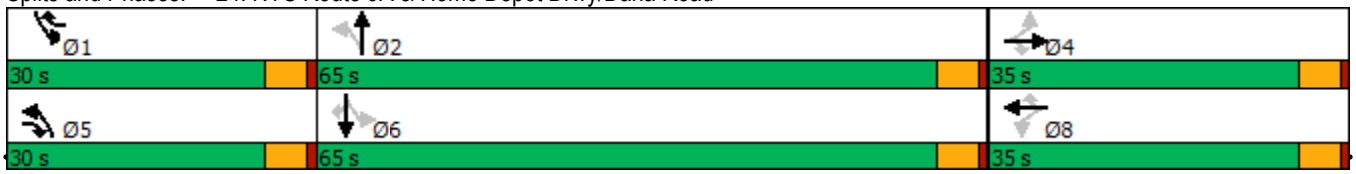
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	36	122	53	20	99	142	767	128	208	868	95
Future Volume (vph)	66	36	122	53	20	99	142	767	128	208	868	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		5%			-6%			2%			-2%	
Storage Length (ft)	0		240	0		210	260		0	140		260
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor		1.00				0.99						
Frt			0.850			0.850		0.979				0.850
Flt Protected		0.969			0.965		0.950			0.950		
Satd. Flow (prot)	0	1690	1445	0	1680	1517	1630	2832	0	1647	3038	1447
Flt Permitted		0.786			0.763		0.214			0.180		
Satd. Flow (perm)	0	1369	1445	0	1329	1495	367	2832	0	312	3038	1447
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			78			104		19				100
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		782			1125			1260			1407	
Travel Time (s)		17.8			30.7			19.1			21.3	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	8%	3%	9%	10%	5%	6%	6%	22%	4%	7%	16%	9%
Adj. Flow (vph)	69	38	128	56	21	104	149	807	135	219	914	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	107	128	0	77	104	149	942	0	219	914	100
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.01	1.01	1.01	1.06	1.06	1.06	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83		35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

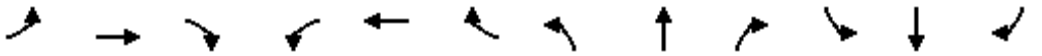
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Detector Phase	4	4	5	8	8	1	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0	5.0	8.0	8.0	5.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	13.0	13.0	10.0	35.0	35.0	10.0	10.0	28.0		10.0	15.0	15.0
Total Split (s)	35.0	35.0	30.0	35.0	35.0	30.0	30.0	65.0		30.0	65.0	65.0
Total Split (%)	26.9%	26.9%	23.1%	26.9%	26.9%	23.1%	23.1%	50.0%		23.1%	50.0%	50.0%
Maximum Green (s)	30.0	30.0	25.0	30.0	30.0	25.0	25.0	60.0		25.0	60.0	60.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	5.0		2.0	5.0	5.0
Recall Mode	None	None	None	Ped	Ped	None	None	Min		None	Min	Min
Walk Time (s)				7.0	7.0			7.0				
Flash Dont Walk (s)				23.0	23.0			16.0				
Pedestrian Calls (#/hr)				2	2			0				
v/c Ratio		0.25	0.18		0.19	0.15	0.49	0.77		0.69	0.68	0.14
Control Delay		31.6	9.6		31.0	4.6	14.5	27.9		22.2	24.1	3.5
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		31.6	9.6		31.0	4.6	14.5	27.9		22.2	24.1	3.5
Queue Length 50th (ft)		50	17		35	0	39	250		60	230	0
Queue Length 95th (ft)		120	66		90	33	65	342		102	304	27
Internal Link Dist (ft)		702			1045			1180			1327	
Turn Bay Length (ft)			240			210	260			140		260
Base Capacity (vph)		422	921		409	896	540	1754		526	1885	936
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.25	0.14		0.19	0.12	0.28	0.54		0.42	0.48	0.11

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 98.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 24: NYS Route 9A & Home Depot Drwy/Dana Road

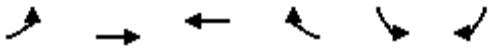




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	36	122	53	20	99	142	767	128	208	868	95
Future Volume (veh/h)	66	36	122	53	20	99	142	767	128	208	868	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1708	1708	1619	2061	2061	2046	1788	1550	1550	1874	1738	1844
Adj Flow Rate, veh/h	69	38	128	56	21	104	149	807	135	219	914	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	9	5	5	6	6	22	22	7	16	9
Cap, veh/h	64	20	539	67	17	719	321	1068	179	333	1469	695
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.07	0.42	0.42	0.09	0.44	0.44
Sat Flow, veh/h	0	63	1370	0	52	1731	1702	2525	422	1784	3303	1562
Grp Volume(v), veh/h	107	0	128	77	0	104	149	471	471	219	914	100
Grp Sat Flow(s),veh/h/ln	63	0	1370	52	0	1731	1702	1473	1474	1784	1652	1562
Q Serve(g_s), s	0.0	0.0	5.8	0.0	0.0	3.5	4.5	25.2	25.2	6.3	19.7	3.5
Cycle Q Clear(g_c), s	30.0	0.0	5.8	30.0	0.0	3.5	4.5	25.2	25.2	6.3	19.7	3.5
Prop In Lane	0.64		1.00	0.73		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	84	0	539	84	0	719	321	623	624	333	1469	695
V/C Ratio(X)	1.27	0.00	0.24	0.92	0.00	0.14	0.46	0.76	0.76	0.66	0.62	0.14
Avail Cap(c_a), veh/h	84	0	539	84	0	719	659	952	953	649	2134	1009
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	0.0	18.8	40.0	0.0	16.9	15.4	22.7	22.7	17.8	19.8	15.3
Incr Delay (d2), s/veh	188.3	0.0	0.1	71.4	0.0	0.0	0.4	4.0	4.0	0.8	0.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	0.0	3.4	0.0	1.4	1.6	8.5	8.5	2.3	7.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	227.6	0.0	18.9	111.4	0.0	16.9	15.8	26.7	26.7	18.6	20.7	15.5
LnGrp LOS	F	A	B	F	A	B	B	C	C	B	C	B
Approach Vol, veh/h		235			181			1091			1233	
Approach Delay, s/veh		113.9			57.1			25.2			19.9	
Approach LOS		F			E			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.6	44.3		35.0	11.6	46.3		35.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	25.0	60.0		30.0	25.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	8.3	27.2		32.0	6.5	21.7		32.0				
Green Ext Time (p_c), s	0.3	12.1		0.0	0.2	14.3		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		32.5	
HCM 6th LOS		C	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	110	93	9	7	106	160
Future Volume (vph)	110	93	9	7	106	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	12	12
Grade (%)		0%	-3%		-2%	
Storage Length (ft)	0			0	135	0
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.940			0.850
Flt Protected		0.974			0.950	
Satd. Flow (prot)	0	1764	1738	0	1753	1584
Flt Permitted		0.974			0.950	
Satd. Flow (perm)	0	1764	1738	0	1753	1584
Link Speed (mph)		25	25		25	
Link Distance (ft)		166	218		338	
Travel Time (s)		4.5	5.9		9.2	
Confl. Peds. (#/hr)	9			9	1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	6%	12%	26%	4%	3%
Adj. Flow (vph)	121	102	10	8	116	176
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	223	18	0	116	176
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.83	0.83	0.99	0.99
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

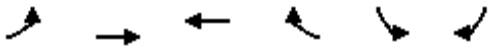
Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	110	93	9	7	106	160
Future Vol, veh/h	110	93	9	7	106	160
Conflicting Peds, #/hr	9	0	0	9	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	135	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-3	-	-2	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	6	12	26	4	3
Mvmt Flow	121	102	10	8	116	176

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	27	0	-	0	368	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	345	-
Critical Hdwy	4.14	-	-	-	6.04	6.03
Critical Hdwy Stg 1	-	-	-	-	5.04	-
Critical Hdwy Stg 2	-	-	-	-	5.04	-
Follow-up Hdwy	2.236	-	-	-	3.536	3.327
Pot Cap-1 Maneuver	1574	-	-	-	654	1052
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	741	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1562	-	-	-	592	1044
Mov Cap-2 Maneuver	-	-	-	-	592	-
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	736	-

Approach	EB	WB	SB
HCM Control Delay, s	4.1	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1562	-	-	-	592	1044
HCM Lane V/C Ratio	0.077	-	-	-	0.197	0.168
HCM Control Delay (s)	7.5	0	-	-	12.6	9.1
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.7	0.6



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	195	116	9	6	71	99
Future Volume (vph)	195	116	9	6	71	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-1%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.944		0.922	
Flt Protected		0.970			0.979	
Satd. Flow (prot)	0	1761	1693	0	1672	0
Flt Permitted		0.970			0.979	
Satd. Flow (perm)	0	1761	1693	0	1672	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		273	311		301	
Travel Time (s)		7.4	8.5		8.2	
Confl. Peds. (#/hr)	1			1	1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	1%	11%	0%	0%	8%
Adj. Flow (vph)	219	130	10	7	80	111
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	349	17	0	191	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	195	116	9	6	71	99
Future Vol, veh/h	195	116	9	6	71	99
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	6	1	11	0	0	8
Mvmt Flow	219	130	10	7	80	111
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	11.3	7.8	9
HCM LOS	B	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	63%	0%	42%
Vol Thru, %	37%	60%	0%
Vol Right, %	0%	40%	58%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	311	15	170
LT Vol	195	0	71
Through Vol	116	9	0
RT Vol	0	6	99
Lane Flow Rate	349	17	191
Geometry Grp	1	1	1
Degree of Util (X)	0.446	0.022	0.24
Departure Headway (Hd)	4.594	4.696	4.517
Convergence, Y/N	Yes	Yes	Yes
Cap	783	760	797
Service Time	2.622	2.737	2.54
HCM Lane V/C Ratio	0.446	0.022	0.24
HCM Control Delay	11.3	7.8	9
HCM Lane LOS	B	A	A
HCM 95th-tile Q	2.3	0.1	0.9



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	196	146	26	83	139	114
Future Volume (vph)	196	146	26	83	139	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Grade (%)	4%			-4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.942				0.939	
Flt Protected				0.988	0.973	
Satd. Flow (prot)	1648	0	0	1745	1868	0
Flt Permitted				0.988	0.973	
Satd. Flow (perm)	1648	0	0	1745	1868	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1125			89	515	
Travel Time (s)	30.7			2.4	14.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	7%	12%	9%	4%	0%
Adj. Flow (vph)	206	154	27	87	146	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	360	0	0	114	266	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	196	146	26	83	139	114
Future Vol, veh/h	196	146	26	83	139	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	-4	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	7	12	9	4	0
Mvmt Flow	206	154	27	87	146	120

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	360	0	424	283
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	141	-
Critical Hdwy	-	-	4.22	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.308	-	3.536	3.3
Pot Cap-1 Maneuver	-	-	1145	-	583	761
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1145	-	568	761
Mov Cap-2 Maneuver	-	-	-	-	568	-
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	859	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	641	-	-	1145	-
HCM Lane V/C Ratio	0.415	-	-	0.024	-
HCM Control Delay (s)	14.5	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	2	-	-	0.1	-



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	158	191	32	322	123	22
Future Volume (vph)	158	191	32	322	123	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-1%	10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.926				0.979	
Flt Protected				0.995	0.959	
Satd. Flow (prot)	1570	0	0	1646	1536	0
Flt Permitted				0.995	0.959	
Satd. Flow (perm)	1570	0	0	1646	1536	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	410			565	400	
Travel Time (s)	7.0			9.6	9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	23%	3%	0%	17%	10%	12%
Adj. Flow (vph)	172	208	35	350	134	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	380	0	0	385	158	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.07	1.07
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

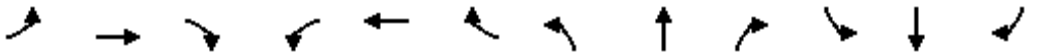
Intersection	
Int Delay, s/veh	5.8

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	158	191	32	322	123	22
Future Vol, veh/h	158	191	32	322	123	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-1	10	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	23	3	0	17	10	12
Mvmt Flow	172	208	35	350	134	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	380	0	696	276
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	420	-
Critical Hdwy	-	-	4.1	-	8.5	7.32
Critical Hdwy Stg 1	-	-	-	-	7.5	-
Critical Hdwy Stg 2	-	-	-	-	7.5	-
Follow-up Hdwy	-	-	2.2	-	3.59	3.408
Pot Cap-1 Maneuver	-	-	1190	-	269	685
Stage 1	-	-	-	-	645	-
Stage 2	-	-	-	-	512	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1190	-	259	685
Mov Cap-2 Maneuver	-	-	-	-	259	-
Stage 1	-	-	-	-	645	-
Stage 2	-	-	-	-	493	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.7	32
HCM LOS			D

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1190	-	286
HCM Lane V/C Ratio	-	-	0.029	-	0.551
HCM Control Delay (s)	-	-	8.1	0	32
HCM Lane LOS	-	-	A	A	D
HCM 95th %tile Q(veh)	-	-	0.1	-	3.1

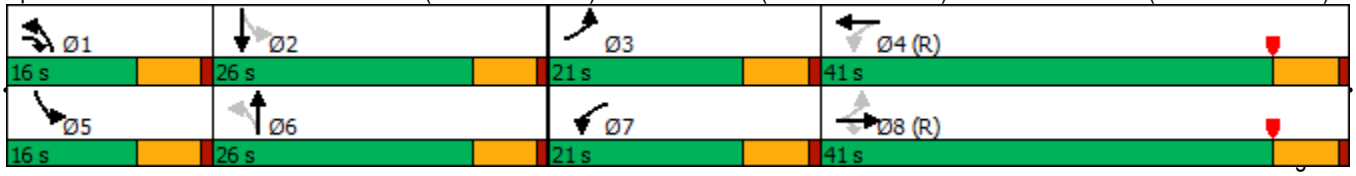


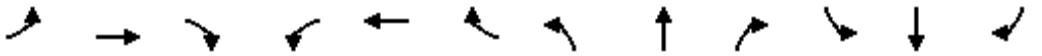
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	631	321	34	437	70	212	164	62	180	189	125
Future Volume (vph)	204	631	321	34	437	70	212	164	62	180	189	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	10	11	11
Grade (%)		7%			-5%			-2%			3%	
Storage Length (ft)	230		0	115		0	290		0	160		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00							
Frt			0.850		0.979			0.959			0.940	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1464	1672	1255	1542	1651	0	1632	1590	0	1522	1380	0
Flt Permitted	0.154			0.198			0.198			0.406		
Satd. Flow (perm)	237	1672	1255	321	1651	0	340	1590	0	651	1380	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			341		8			16			28	
Link Speed (mph)		40			35			30			30	
Link Distance (ft)		434			857			659			593	
Travel Time (s)		7.4			16.7			15.0			13.5	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	15%	6%	20%	16%	11%	13%	8%	16%	15%	9%	22%	25%
Adj. Flow (vph)	217	671	341	36	465	74	226	174	66	191	201	133
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	671	341	36	539	0	226	240	0	191	334	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.01	1.01	1.01	1.03	0.99	0.99	1.11	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template												
Leading Detector (ft)	35	83	35	35	83		35	83		35	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Detector Phase	3	8	1	7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	16.0	11.0	11.0	16.0		11.0	16.0		11.0	16.0	
Total Split (s)	21.0	41.0	16.0	21.0	41.0		16.0	26.0		16.0	26.0	
Total Split (%)	20.2%	39.4%	15.4%	20.2%	39.4%		15.4%	25.0%		15.4%	25.0%	
Maximum Green (s)	15.0	35.0	10.0	15.0	35.0		10.0	20.0		10.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	
v/c Ratio	0.77	0.86	0.38	0.18	0.91		1.01	0.75		0.71	1.16	
Control Delay	35.2	39.5	2.5	14.7	54.3		95.4	52.7		43.1	139.3	
Queue Delay	0.0	21.3	0.3	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.2	60.7	2.7	14.7	54.3		95.4	52.7		43.1	139.3	
Queue Length 50th (ft)	74	418	0	11	343		~116	142		94	~249	
Queue Length 95th (ft)	#172	#675	39	26	#566		#261	#258		#174	#428	
Internal Link Dist (ft)		354			777			579			513	
Turn Bay Length (ft)	230			115			290			160		
Base Capacity (vph)	304	780	908	336	590		223	321		271	288	
Starvation Cap Reductn	0	124	163	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.71	1.02	0.46	0.11	0.91		1.01	0.75		0.70	1.16	

Intersection Summary	
Area Type:	Other
Cycle Length: 104	
Actuated Cycle Length: 104	
Offset: 67 (64%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 29: NYS Route 100A (Knollwood Road)/NYS Route 100 (Bradhurst Avenue) & NYS Route 100C (Grasslands Road)/NYS Route 100





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	631	321	34	437	70	212	164	62	180	189	125
Future Volume (veh/h)	204	631	321	34	437	70	212	164	62	180	189	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1389	1522	1315	1856	1932	1932	1859	1738	1738	1714	1521	1521
Adj Flow Rate, veh/h	217	671	341	36	465	74	226	174	66	191	201	133
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	15	6	20	16	11	11	8	16	16	9	22	22
Cap, veh/h	295	659	588	154	589	94	239	231	88	284	164	109
Arrive On Green	0.12	0.43	0.43	0.05	0.36	0.36	0.10	0.19	0.19	0.10	0.19	0.19
Sat Flow, veh/h	1323	1522	1112	1768	1625	259	1770	1201	456	1632	854	565
Grp Volume(v), veh/h	217	671	341	36	0	539	226	0	240	191	0	334
Grp Sat Flow(s),veh/h/ln	1323	1522	1112	1768	0	1884	1770	0	1657	1632	0	1419
Q Serve(g_s), s	10.2	45.0	21.7	1.3	0.0	26.6	10.0	0.0	14.2	9.8	0.0	20.0
Cycle Q Clear(g_c), s	10.2	45.0	21.7	1.3	0.0	26.6	10.0	0.0	14.2	9.8	0.0	20.0
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.28	1.00		0.40
Lane Grp Cap(c), veh/h	295	659	588	154	0	683	239	0	319	284	0	273
V/C Ratio(X)	0.74	1.02	0.58	0.23	0.00	0.79	0.94	0.00	0.75	0.67	0.00	1.22
Avail Cap(c_a), veh/h	329	659	588	324	0	683	239	0	319	284	0	273
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.4	29.5	16.6	25.3	0.0	29.6	33.2	0.0	39.7	31.0	0.0	42.0
Incr Delay (d2), s/veh	5.0	36.3	3.4	0.3	0.0	9.0	42.4	0.0	8.7	5.0	0.0	128.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	21.8	5.6	0.5	0.0	13.3	7.4	0.0	6.5	4.2	0.0	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.3	65.8	20.0	25.6	0.0	38.6	75.5	0.0	48.4	36.0	0.0	170.9
LnGrp LOS	C	F	C	C	A	D	E	A	D	D	A	F
Approach Vol, veh/h		1229			575			466			525	
Approach Delay, s/veh		46.1			37.8			61.6			121.8	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	26.0	18.3	43.7	16.0	26.0	11.0	51.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	20.0	15.0	35.0	10.0	20.0	15.0	35.0
Max Q Clear Time (g_c+I1), s	12.0	22.0	12.2	28.6	11.8	16.2	3.3	47.0
Green Ext Time (p_c), s	0.0	0.0	0.1	1.1	0.0	0.3	0.0	0.0

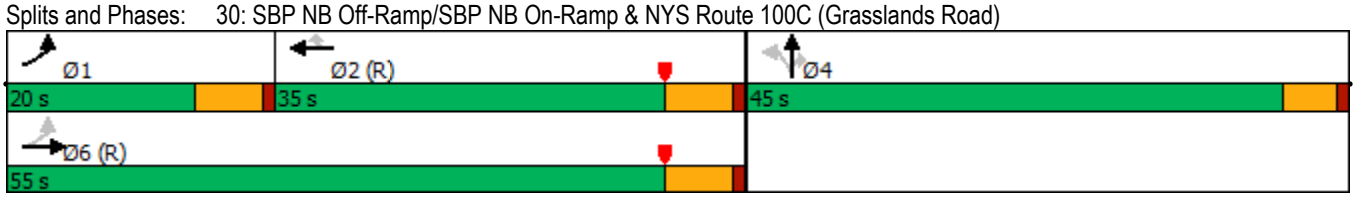
Intersection Summary	
HCM 6th Ctrl Delay	61.2
HCM 6th LOS	E

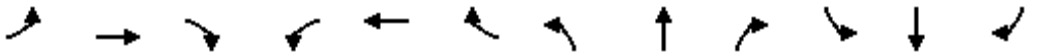
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	697	0	0	675	100	962	0	459	0	0	0
Future Volume (vph)	28	697	0	0	675	100	962	0	459	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		5%			-7%			4%			6%	
Storage Length (ft)	325		0	0		135	0		325	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	86			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt						0.850			0.850			
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1507	3143	0	0	3307	1520	0	1751	1479	0	0	0
Flt Permitted	0.254							0.950				
Satd. Flow (perm)	403	3143	0	0	3307	1484	0	1751	1479	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						91			159			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		444			434			670			395	
Travel Time (s)		7.6			7.4			15.2			9.0	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	9%	12%	0%	0%	13%	10%	1%	0%	7%	0%	0%	0%
Adj. Flow (vph)	29	719	0	0	696	103	992	0	473	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	719	0	0	696	103	0	992	473	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.13	1.03	1.03	0.96	0.96	0.96	1.03	1.03	1.03	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template							Left					
Leading Detector (ft)	35	83			83	35	20	83	35			
Trailing Detector (ft)	-5	-5			-5	-5	0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5	-5	0	-5	-5			
Detector 1 Size(ft)	40	40			40	40	20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		43			43			43				
Detector 2 Size(ft)		40			40			40				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			4				
Permitted Phases	6					2	4		4			
Detector Phase	1	6			2	2	4	4	4			
Switch Phase												
Minimum Initial (s)	2.0	2.0			2.0	2.0	4.0	4.0	4.0			
Minimum Split (s)	8.0	8.0			8.0	8.0	9.0	9.0	9.0			
Total Split (s)	20.0	55.0			35.0	35.0	45.0	45.0	45.0			
Total Split (%)	20.0%	55.0%			35.0%	35.0%	45.0%	45.0%	45.0%			
Maximum Green (s)	14.0	49.0			29.0	29.0	40.0	40.0	40.0			
Yellow Time (s)	5.0	5.0			5.0	5.0	4.0	4.0	4.0			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0	6.0		5.0	5.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.0	0.2			0.2	0.2	4.0	4.0	4.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
v/c Ratio	0.11	0.47			0.51	0.15		1.42	0.69			
Control Delay	10.7	16.4			24.4	6.5		223.5	22.1			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	10.7	16.4			24.4	6.5		223.5	22.1			
Queue Length 50th (ft)	8	196			182	5		~856	164			
Queue Length 95th (ft)	m16	171			246	40		#1098	285			
Internal Link Dist (ft)		364			354			590			315	
Turn Bay Length (ft)	325					135			325			
Base Capacity (vph)	352	1540			1376	670		700	687			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.08	0.47			0.51	0.15		1.42	0.69			

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 30: SBP NB Off-Ramp/SBP NB On-Ramp & NYS Route 100C (Grasslands Road)

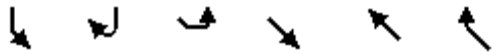




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	697	0	0	675	100	962	0	459	0	0	0
Future Volume (veh/h)	28	697	0	0	675	100	962	0	459	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1619	1575	0	0	1980	2025	1702	1806	1702			
Adj Flow Rate, veh/h	29	719	0	0	696	103	992	0	473			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	9	12	0	0	13	10	7	0	7			
Cap, veh/h	263	1466	0	0	1554	707	688	0	577			
Arrive On Green	0.02	0.49	0.00	0.00	0.41	0.41	0.40	0.00	0.40			
Sat Flow, veh/h	1542	3071	0	0	3861	1712	1720	0	1442			
Grp Volume(v), veh/h	29	719	0	0	696	103	992	0	473			
Grp Sat Flow(s),veh/h/ln	1542	1496	0	0	1881	1712	1720	0	1442			
Q Serve(g_s), s	1.1	16.1	0.0	0.0	13.3	3.8	40.0	0.0	29.3			
Cycle Q Clear(g_c), s	1.1	16.1	0.0	0.0	13.3	3.8	40.0	0.0	29.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	263	1466	0	0	1554	707	688	0	577			
V/C Ratio(X)	0.11	0.49	0.00	0.00	0.45	0.15	1.44	0.00	0.82			
Avail Cap(c_a), veh/h	453	1466	0	0	1554	707	688	0	577			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.22	0.22	1.00	0.00	1.00			
Uniform Delay (d), s/veh	16.6	17.1	0.0	0.0	21.1	18.3	30.0	0.0	26.8			
Incr Delay (d2), s/veh	0.1	1.2	0.0	0.0	0.2	0.1	207.1	0.0	9.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.4	5.4	0.0	0.0	5.6	1.4	55.4	0.0	11.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	18.3	0.0	0.0	21.3	18.4	237.1	0.0	36.3			
LnGrp LOS	B	B	A	A	C	B	F	A	D			
Approach Vol, veh/h		748			799			1465				
Approach Delay, s/veh		18.2			21.0			172.3				
Approach LOS		B			C			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	7.7	47.3		45.0		55.0			
Change Period (Y+Rc), s	6.0	6.0		5.0		6.0			
Max Green Setting (Gmax), s	14.0	29.0		40.0		49.0			
Max Q Clear Time (g_c+I1), s	3.1	15.3		42.0		18.1			
Green Ext Time (p_c), s	0.0	0.6		0.0		0.6			

Intersection Summary			
HCM 6th Ctrl Delay		93.9	
HCM 6th LOS		F	



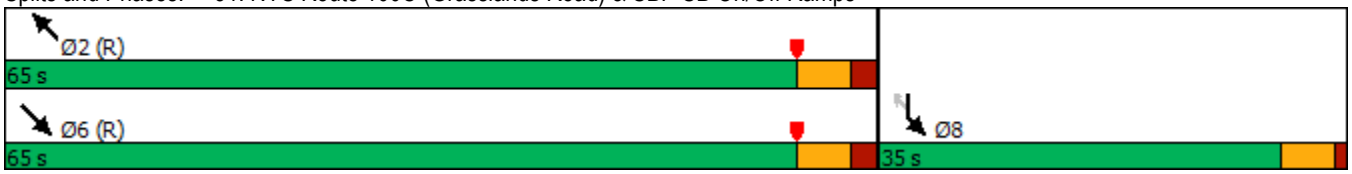
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	245	220	0	807	1445	192
Future Volume (vph)	245	220	0	807	1445	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-2%			2%	-5%	
Storage Length (ft)	0	90	0			235
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						0.98
Frt		0.850				0.850
Flt Protected	0.950					
Satd. Flow (prot)	1787	1615	0	3191	3558	1379
Flt Permitted	0.950					
Satd. Flow (perm)	1787	1615	0	3191	3558	1351
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		33				94
Link Speed (mph)	30			40	40	
Link Distance (ft)	326			294	397	
Travel Time (s)	7.4			5.0	6.8	
Confl. Peds. (#/hr)						2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	12%	4%	20%
Adj. Flow (vph)	258	232	0	849	1521	202
Shared Lane Traffic (%)						
Lane Group Flow (vph)	258	232	0	849	1521	202
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.97	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	1
Detector Template						
Leading Detector (ft)	35	35		83	83	35
Trailing Detector (ft)	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				43	43	
Detector 2 Size(ft)				40	40	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

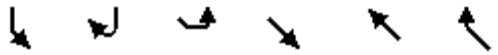
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm		NA	NA	Free
Protected Phases	8			6	2	
Permitted Phases		8		6	2	Free
Detector Phase	8	8		6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0		2.0	2.0	
Minimum Split (s)	10.0	10.0		8.0	8.0	
Total Split (s)	35.0	35.0		65.0	65.0	
Total Split (%)	35.0%	35.0%		65.0%	65.0%	
Maximum Green (s)	30.0	30.0		59.0	59.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0		0.2	0.2	
Recall Mode	None	None		C-Max	C-Max	
v/c Ratio	0.76	0.70		0.38	0.61	0.15
Control Delay	52.6	43.0		6.3	6.1	0.0
Queue Delay	0.0	0.0		0.2	0.2	0.0
Total Delay	52.6	43.0		6.6	6.3	0.0
Queue Length 50th (ft)	157	119		135	171	0
Queue Length 95th (ft)	225	186		205	m262	m0
Internal Link Dist (ft)	246			214	317	
Turn Bay Length (ft)		90				235
Base Capacity (vph)	536	507		2235	2491	1351
Starvation Cap Reductn	0	0		620	0	0
Spillback Cap Reductn	0	2		0	294	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.48	0.46		0.53	0.69	0.15

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 31: NYS Route 100C (Grasslands Road) & SBP SB On/Off Ramps





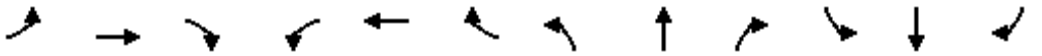
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (veh/h)	245	220	0	807	1445	192
Future Volume (veh/h)	245	220	0	807	1445	192
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1949	1964	0	1699	2037	1796
Adj Flow Rate, veh/h	258	232	0	849	1521	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	1	0	12	4	20
Cap, veh/h	305	274	0	2342	2808	
Arrive On Green	0.16	0.16	0.00	0.73	0.73	0.00
Sat Flow, veh/h	1856	1664	0	3397	3971	1522
Grp Volume(v), veh/h	258	232	0	849	1521	0
Grp Sat Flow(s),veh/h/ln	1856	1664	0	1614	1935	1522
Q Serve(g_s), s	13.5	13.5	0.0	9.8	17.8	0.0
Cycle Q Clear(g_c), s	13.5	13.5	0.0	9.8	17.8	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	305	274	0	2342	2808	
V/C Ratio(X)	0.85	0.85	0.00	0.36	0.54	
Avail Cap(c_a), veh/h	557	499	0	2342	2808	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.97	1.00	0.00
Uniform Delay (d), s/veh	40.6	40.6	0.0	5.1	6.2	0.0
Incr Delay (d2), s/veh	2.5	2.8	0.0	0.4	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	5.7	0.0	2.6	5.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.1	43.4	0.0	5.5	7.0	0.0
LnGrp LOS	D	D	A	A	A	
Approach Vol, veh/h	490			849	1521	A
Approach Delay, s/veh	43.2			5.5	7.0	
Approach LOS	D			A	A	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	78.6				78.6	21.4
Change Period (Y+Rc), s	6.0				6.0	5.0
Max Green Setting (Gmax), s	59.0				59.0	30.0
Max Q Clear Time (g_c+I1), s	19.8				11.8	15.5
Green Ext Time (p_c), s	1.6				0.8	0.9

Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

Notes

Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	702	0	4	1454	207	3	0	2	103	0	52
Future Volume (vph)	126	702	0	4	1454	207	3	0	2	103	0	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12	15	15	15	13	13	13
Grade (%)		0%			1%			0%			-5%	
Storage Length (ft)	130		0	70		0	0		0	0		90
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	86			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.981			0.946				0.850
Flt Protected	0.950			0.950				0.971			0.950	
Satd. Flow (prot)	1719	3223	0	1676	3380	0	0	1920	0	0	1738	1555
Flt Permitted	0.072			0.376				0.860			0.754	
Satd. Flow (perm)	130	3223	0	663	3380	0	0	1700	0	0	1379	1555
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					16			98				33
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		423			294			305			416	
Travel Time (s)		7.2			5.0			6.9			11.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	12%	0%	0%	4%	6%	0%	0%	0%	10%	0%	10%
Adj. Flow (vph)	130	724	0	4	1499	213	3	0	2	106	0	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	724	0	4	1712	0	0	5	0	0	106	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.10	1.01	1.01	0.88	0.88	0.88	0.93	0.93	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template							Left			Left		
Leading Detector (ft)	35	83		35	83		20	83		20	83	35
Trailing Detector (ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40		20	40		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

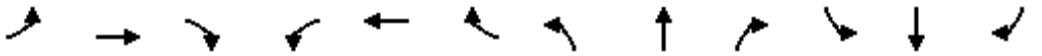
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Minimum Split (s)	8.0	8.0		8.0	8.0		7.0	7.0		7.0	7.0	8.0
Total Split (s)	21.0	59.0		38.0	38.0		41.0	41.0		41.0	41.0	21.0
Total Split (%)	21.0%	59.0%		38.0%	38.0%		41.0%	41.0%		41.0%	41.0%	21.0%
Maximum Green (s)	15.0	53.0		32.0	32.0		36.0	36.0		36.0	36.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0			5.0	6.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	0.2	0.2		0.2	0.2		2.0	2.0		2.0	2.0	0.2
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	None
v/c Ratio	0.72	0.29		0.01	0.77			0.02			0.63	0.14
Control Delay	33.6	4.2		5.2	10.6			0.2			57.1	15.0
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	33.6	4.2		5.2	10.6			0.2			57.1	15.0
Queue Length 50th (ft)	17	58		0	394			0			65	11
Queue Length 95th (ft)	85	104		m1	541			0			114	37
Internal Link Dist (ft)		343			214			225			336	
Turn Bay Length (ft)	130			70								90
Base Capacity (vph)	338	2473		435	2223			674			496	524
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	83		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.38	0.30		0.01	0.77			0.01			0.21	0.10

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 32: Taylor Road/Woods Road & NYS Route 100C (Grasslands Road)

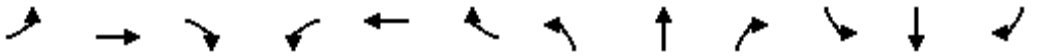




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	702	0	4	1454	207	3	0	2	103	0	52
Future Volume (veh/h)	126	702	0	4	1454	207	3	0	2	103	0	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1722	1722	1894	1835	1835	1976	1976	1976	2181	2181	2024
Adj Flow Rate, veh/h	130	724	0	4	1499	213	3	0	2	106	0	54
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	12	12	0	4	4	0	0	0	0	0	10
Cap, veh/h	254	2628	0	593	2164	303	79	14	24	214	0	215
Arrive On Green	0.04	0.80	0.00	0.70	0.70	0.70	0.09	0.00	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1739	3358	0	739	3070	430	246	167	275	1636	0	1716
Grp Volume(v), veh/h	130	724	0	4	842	870	5	0	0	106	0	54
Grp Sat Flow(s),veh/h/ln	1739	1636	0	739	1743	1757	687	0	0	1636	0	1716
Q Serve(g_s), s	1.9	5.6	0.0	0.2	27.6	28.9	0.0	0.0	0.0	0.0	0.0	2.8
Cycle Q Clear(g_c), s	1.9	5.6	0.0	0.2	27.6	28.9	6.4	0.0	0.0	6.3	0.0	2.8
Prop In Lane	1.00		0.00	1.00		0.24	0.60		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	254	2628	0	593	1229	1239	117	0	0	214	0	215
V/C Ratio(X)	0.51	0.28	0.00	0.01	0.69	0.70	0.04	0.00	0.00	0.49	0.00	0.25
Avail Cap(c_a), veh/h	448	2628	0	593	1229	1239	531	0	0	665	0	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.74	0.74	0.74	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.0	2.5	0.0	4.4	8.4	8.6	41.9	0.0	0.0	44.6	0.0	39.5
Incr Delay (d2), s/veh	0.6	0.3	0.0	0.0	2.3	2.5	0.1	0.0	0.0	0.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.1	0.0	0.0	8.7	9.3	0.1	0.0	0.0	2.6	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	2.7	0.0	4.4	10.8	11.1	42.0	0.0	0.0	45.2	0.0	39.7
LnGrp LOS	B	A	A	A	B	B	D	A	A	D	A	D
Approach Vol, veh/h		854			1716			5			160	
Approach Delay, s/veh		4.3			10.9			42.0			43.4	
Approach LOS		A			B			D			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		86.3		13.7	9.8	76.5		13.7				
Change Period (Y+Rc), s		6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s		53.0		36.0	15.0	32.0		36.0				
Max Q Clear Time (g_c+I1), s		7.6		8.3	3.9	30.9		8.4				
Green Ext Time (p_c), s		0.6		0.4	0.0	0.3		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			10.8									
HCM 6th LOS			B									



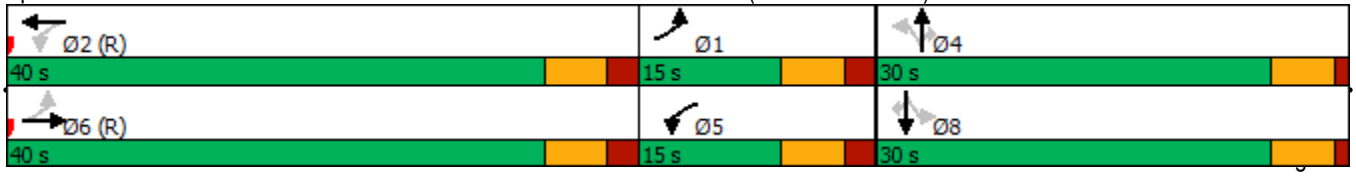
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	569	60	254	1073	183	28	14	130	128	32	15
Future Volume (vph)	64	569	60	254	1073	183	28	14	130	128	32	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	15
Grade (%)		3%			-2%			2%			0%	
Storage Length (ft)	230		0	255		0	0		190	100		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor									0.99		1.00	
Frt		0.986			0.978				0.850			0.850
Flt Protected	0.950			0.950				0.968			0.961	
Satd. Flow (prot)	1778	1718	0	1753	1802	0	0	1552	1454	0	1746	1645
Flt Permitted	0.094			0.231				0.751			0.738	
Satd. Flow (perm)	176	1718	0	426	1802	0	0	1204	1435	0	1340	1645
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			12				140			116
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		475			454			313			254	
Travel Time (s)		8.1			7.7			7.1			6.9	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	2%	4%	4%	5%	22%	8%	10%	4%	7%	8%
Adj. Flow (vph)	69	612	65	273	1154	197	30	15	140	138	34	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	677	0	273	1351	0	0	45	140	0	172	16
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	0.99	0.99	0.99	1.01	1.01	1.01	1.00	1.00	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	83
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	-5	-5
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43		43	43			43	43		43	43
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex

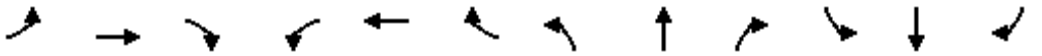
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.0	16.0		9.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	15.0	40.0		15.0	40.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	17.6%	47.1%		17.6%	47.1%		35.3%	35.3%	35.3%	35.3%	35.3%	35.3%
Maximum Green (s)	9.0	34.0		9.0	34.0		25.0	25.0	25.0	25.0	25.0	25.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
v/c Ratio	0.27	0.76		0.67	1.36			0.21	0.37		0.71	0.04
Control Delay	16.0	25.6		24.7	191.3			29.5	7.9		47.9	0.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	16.0	25.6		24.7	191.3			29.5	7.9		47.9	0.2
Queue Length 50th (ft)	10	271		46	~1005			21	0		87	0
Queue Length 95th (ft)	29	#548		#121	#1342			45	42		140	0
Internal Link Dist (ft)		395			374			233			174	
Turn Bay Length (ft)	230			255					190			
Base Capacity (vph)	278	885		410	993			354	520		394	565
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.25	0.76		0.67	1.36			0.13	0.27		0.44	0.03

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 33: Clearbrook Road/Walker Road & NYS Route 100C (Grasslands Road)





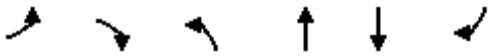
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	569	60	254	1073	183	28	14	130	128	32	15
Future Volume (veh/h)	64	569	60	254	1073	183	28	14	130	128	32	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1728	1728	1919	1919	1919	1758	1758	1728	1796	1796	1853
Adj Flow Rate, veh/h	69	612	65	273	1154	197	30	15	0	138	34	16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	8	8	4	4	4	8	8	10	7	7	8
Cap, veh/h	496	614	65	514	639	109	108	39		253	43	260
Arrive On Green	0.23	0.40	0.40	0.23	0.40	0.40	0.17	0.17	0.00	0.17	0.17	0.17
Sat Flow, veh/h	1759	1536	163	1827	1597	273	225	237	1465	1062	262	1565
Grp Volume(v), veh/h	69	0	677	273	0	1351	45	0	0	172	0	16
Grp Sat Flow(s),veh/h/ln	1759	0	1699	1827	0	1870	462	0	1465	1323	0	1565
Q Serve(g_s), s	0.0	0.0	33.8	6.7	0.0	34.0	1.4	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	0.0	0.0	33.8	6.7	0.0	34.0	12.1	0.0	0.0	10.7	0.0	0.7
Prop In Lane	1.00		0.10	1.00		0.15	0.67		1.00	0.80		1.00
Lane Grp Cap(c), veh/h	496	0	680	514	0	748	147	0		296	0	260
V/C Ratio(X)	0.14	0.00	1.00	0.53	0.00	1.81	0.31	0.00		0.58	0.00	0.06
Avail Cap(c_a), veh/h	496	0	680	514	0	748	326	0		477	0	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	25.4	26.5	0.0	25.5	34.8	0.0	0.0	34.0	0.0	29.8
Incr Delay (d2), s/veh	0.0	0.0	33.6	0.5	0.0	368.3	0.4	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	18.5	4.5	0.0	90.0	0.9	0.0	0.0	3.4	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	59.0	27.0	0.0	393.8	35.2	0.0	0.0	34.7	0.0	29.9
LnGrp LOS	C	A	E	C	A	F	D	A		C	A	C
Approach Vol, veh/h		746			1624			45	A		188	
Approach Delay, s/veh		55.9			332.1			35.2			34.3	
Approach LOS		E			F			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.9	40.0		19.1	25.9	40.0		19.1				
Change Period (Y+Rc), s	6.0	6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s	9.0	34.0		25.0	9.0	34.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	36.0		14.1	8.7	35.8		12.7				
Green Ext Time (p_c), s	0.1	0.0		0.1	0.0	0.0		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		226.3	
HCM 6th LOS		F	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	23	114	2	483	106	342
Future Volume (vph)	23	114	2	483	106	342
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	14
Grade (%)	0%			-1%	6%	
Storage Length (ft)	0	50	0			75
Storage Lanes	1	0	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.887					0.850
Flt Protected	0.992					
Satd. Flow (prot)	1661	0	0	3557	1739	1671
Flt Permitted	0.992					
Satd. Flow (perm)	1661	0	0	3557	1739	1671
Link Speed (mph)	30			30	30	
Link Distance (ft)	295			565	540	
Travel Time (s)	6.7			12.8	12.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	0%	0%	2%	6%	0%
Adj. Flow (vph)	26	130	2	549	120	389
Shared Lane Traffic (%)						
Lane Group Flow (vph)	156	0	0	551	120	389
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	0.96
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

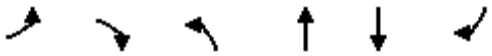
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	114	2	483	106	342
Future Vol, veh/h	23	114	2	483	106	342
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Yield
Storage Length	0	-	-	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-1	6	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	0	0	2	6	0
Mvmt Flow	26	130	2	549	120	389

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	399	-	120	0	-	0
Stage 1	120	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.66	-	4.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.538	-	2.2	-	-	-
Pot Cap-1 Maneuver	588	0	1480	-	-	-
Stage 1	899	0	-	-	-	-
Stage 2	739	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	587	-	1480	-	-	-
Mov Cap-2 Maneuver	587	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	739	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1480	-	587	-	-
HCM Lane V/C Ratio	0.002	-	0.045	-	-
HCM Control Delay (s)	7.4	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	288	485	204	16
Future Volume (vph)	0	0	288	485	204	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	11	11	11	11
Grade (%)	7%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.990	
Flt Protected				0.982		
Satd. Flow (prot)	0	2017	0	1783	1723	0
Flt Permitted				0.982		
Satd. Flow (perm)	0	2017	0	1783	1723	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	707			851	724	
Travel Time (s)	16.1			14.5	12.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	1%	6%	0%
Adj. Flow (vph)	0	0	316	533	224	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	849	242	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.92	0.92	1.05	1.05	1.04	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

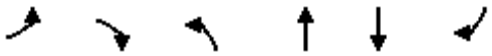
Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	288	485	204	16
Future Vol, veh/h	0	0	288	485	204	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	7	-	-	1	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	1	6	0
Mvmt Flow	0	0	316	533	224	18

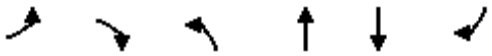
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	233	242	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	775	1336	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	775	1336	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	3.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1336	-	-	-	-
HCM Lane V/C Ratio	0.237	-	-	-	-
HCM Control Delay (s)	8.5	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-	-



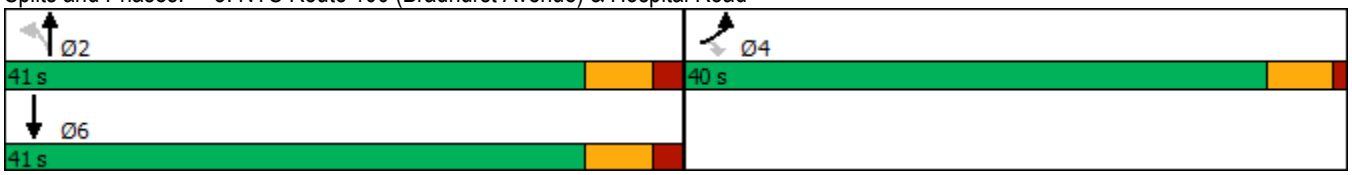
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	517	93	218	256	85	118
Future Volume (vph)	517	93	218	256	85	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	5%			2%	-1%	
Storage Length (ft)	115	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	86		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.921	
Flt Protected	0.950			0.978		
Satd. Flow (prot)	1760	1312	0	1718	1636	0
Flt Permitted	0.950			0.748		
Satd. Flow (perm)	1760	1312	0	1314	1636	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		101			109	
Link Speed (mph)	25			40	40	
Link Distance (ft)	301			870	851	
Travel Time (s)	8.2			14.8	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	20%	3%	4%	8%	1%
Adj. Flow (vph)	562	101	237	278	92	128
Shared Lane Traffic (%)						
Lane Group Flow (vph)	562	101	0	515	220	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	1	2	2	
Detector Template			Left			
Leading Detector (ft)	83	83	20	83	83	
Trailing Detector (ft)	-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	
Detector 2 Size(ft)	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	

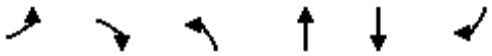


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	
Minimum Split (s)	10.0	10.0	16.0	16.0	16.0	
Total Split (s)	40.0	40.0	41.0	41.0	41.0	
Total Split (%)	49.4%	49.4%	50.6%	50.6%	50.6%	
Maximum Green (s)	35.0	35.0	35.0	35.0	35.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	3.0	3.0	3.0	
Recall Mode	None	None	Min	Min	Min	
v/c Ratio	0.84	0.18		0.86	0.27	
Control Delay	32.7	4.2		35.5	8.2	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	32.7	4.2		35.5	8.2	
Queue Length 50th (ft)	229	0		197	28	
Queue Length 95th (ft)	355	27		#432	77	
Internal Link Dist (ft)	221			790	771	
Turn Bay Length (ft)	115					
Base Capacity (vph)	904	723		675	893	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.62	0.14		0.76	0.25	

Intersection Summary	
Area Type:	Other
Cycle Length: 81	
Actuated Cycle Length: 70.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: NYS Route 100 (Bradhurst Avenue) & Hospital Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	517	93	218	256	85	118
Future Volume (veh/h)	517	93	218	256	85	118
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1753	1456	1817	1817	1819	1819
Adj Flow Rate, veh/h	562	101	237	278	92	128
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	20	4	4	8	8
Cap, veh/h	633	468	321	323	313	435
Arrive On Green	0.38	0.38	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1669	1234	532	711	689	958
Grp Volume(v), veh/h	562	101	515	0	0	220
Grp Sat Flow(s),veh/h/ln	1669	1234	1243	0	0	1647
Q Serve(g_s), s	20.9	3.7	20.9	0.0	0.0	5.6
Cycle Q Clear(g_c), s	20.9	3.7	26.4	0.0	0.0	5.6
Prop In Lane	1.00	1.00	0.46			0.58
Lane Grp Cap(c), veh/h	633	468	644	0	0	749
V/C Ratio(X)	0.89	0.22	0.80	0.00	0.00	0.29
Avail Cap(c_a), veh/h	883	653	750	0	0	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	19.2	13.9	18.5	0.0	0.0	11.4
Incr Delay (d2), s/veh	6.6	0.1	5.4	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	1.0	7.2	0.0	0.0	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.8	14.0	23.9	0.0	0.0	11.6
LnGrp LOS	C	B	C	A	A	B
Approach Vol, veh/h	663			515	220	
Approach Delay, s/veh	24.0			23.9	11.6	
Approach LOS	C			C	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		36.1		30.1		36.1
Change Period (Y+Rc), s		6.0		5.0		6.0
Max Green Setting (Gmax), s		35.0		35.0		35.0
Max Q Clear Time (g_c+I1), s		28.4		22.9		7.6
Green Ext Time (p_c), s		1.6		2.2		1.1

Intersection Summary		
HCM 6th Ctrl Delay		22.0
HCM 6th LOS		C



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	268	68	142	37	11	206
Future Volume (vph)	268	68	142	37	11	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	6%		1%			-4%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.972			
Flt Protected	0.950					0.998
Satd. Flow (prot)	1717	1567	1596	0	0	1761
Flt Permitted	0.950					0.998
Satd. Flow (perm)	1717	1567	1596	0	0	1761
Link Speed (mph)	30		40			40
Link Distance (ft)	146		870			216
Travel Time (s)	3.3		14.8			3.7
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	2%	0%	9%	20%	10%	6%
Adj. Flow (vph)	377	96	200	52	15	290
Shared Lane Traffic (%)						
Lane Group Flow (vph)	377	96	252	0	0	305
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.05	1.05	1.02	1.02
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	22.6

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	268	68	142	37	11	206
Future Vol, veh/h	268	68	142	37	11	206
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	6	-	1	-	-	-4
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	2	0	9	20	10	6
Mvmt Flow	377	96	200	52	15	290

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	546	226	0	0	252	0
Stage 1	226	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Critical Hdwy	7.62	6.8	-	-	4.2	-
Critical Hdwy Stg 1	6.62	-	-	-	-	-
Critical Hdwy Stg 2	6.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.29	-
Pot Cap-1 Maneuver	416	788	-	-	1268	-
Stage 1	753	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	410	788	-	-	1268	-
Mov Cap-2 Maneuver	410	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	653	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	49	0	0.4
HCM LOS	E		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	1268	-	410	788	-	-
HCM Lane V/C Ratio	0.012	-	0.921	0.122	-	-
HCM Control Delay (s)	7.9	0	58.8	10.2	-	-
HCM Lane LOS	A	A	F	B	-	-
HCM 95th %tile Q(veh)	0	-	10	0.4	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	331	0	0	336	124	279
Future Volume (vph)	331	0	0	336	124	279
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	12	12
Grade (%)	5%			-5%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.907	
Flt Protected					0.985	
Satd. Flow (prot)	1841	0	0	1891	1667	0
Flt Permitted					0.985	
Satd. Flow (perm)	1841	0	0	1891	1667	0
Link Speed (mph)	25			25	30	
Link Distance (ft)	322			301	733	
Travel Time (s)	8.8			8.2	16.7	
Confl. Peds. (#/hr)		5	5		5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	3%	1%	0%
Adj. Flow (vph)	360	0	0	365	135	303
Shared Lane Traffic (%)						
Lane Group Flow (vph)	360	0	0	365	438	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.97	0.97	1.02	1.02
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	15.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↱	
Traffic Vol, veh/h	331	0	0	336	124	279
Future Vol, veh/h	331	0	0	336	124	279
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	0	0	3	1	0
Mvmt Flow	360	0	0	365	135	303

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	730	365
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	-	-	-	-	7.01	6.5
Critical Hdwy Stg 1	-	-	-	-	6.01	-
Critical Hdwy Stg 2	-	-	-	-	6.01	-
Follow-up Hdwy	-	-	-	-	3.509	3.3
Pot Cap-1 Maneuver	-	0	0	-	346	664
Stage 1	-	0	0	-	667	-
Stage 2	-	0	0	-	659	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	344	661
Mov Cap-2 Maneuver	-	-	-	-	344	-
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	656	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	40.1
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	515	-	-
HCM Lane V/C Ratio	0.851	-	-
HCM Control Delay (s)	40.1	-	-
HCM Lane LOS	E	-	-
HCM 95th %tile Q(veh)	8.9	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	331	337	144	317	0	0
Future Volume (vph)	331	337	144	317	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12
Grade (%)	5%			-5%	1%	
Storage Length (ft)		0	115		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			86		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932					
Flt Protected			0.950			
Satd. Flow (prot)	1637	0	1788	1873	0	1890
Flt Permitted			0.950			
Satd. Flow (perm)	1637	0	1788	1873	0	1890
Link Speed (mph)	25			25	30	
Link Distance (ft)	240			322	1098	
Travel Time (s)	6.5			8.8	25.0	
Confl. Peds. (#/hr)		6	6		6	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	4%	0%	0%
Adj. Flow (vph)	360	366	157	345	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	726	0	157	345	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.08	1.08	1.01	0.97	1.01	1.01
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

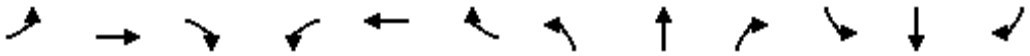
Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	331	337	144	317	0	0
Future Vol, veh/h	331	337	144	317	0	0
Conflicting Peds, #/hr	0	6	6	0	6	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	0	0	4	0	0
Mvmt Flow	360	366	157	345	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	732	0	-	555
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	882	-	0	527
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	878	-	-	522
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	878	-
HCM Lane V/C Ratio	-	-	-	0.178	-
HCM Control Delay (s)	0	-	-	10	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.6	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	438	104	106	195	15	161	6	216	14	5	16
Future Volume (vph)	17	438	104	106	195	15	161	6	216	14	5	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	15	15	15	12	12	12
Grade (%)		3%			-5%			0%			0%	
Storage Length (ft)	90		0	90		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.971			0.989			0.924			0.938	
Flt Protected	0.950			0.950				0.979			0.980	
Satd. Flow (prot)	1627	1726	0	1676	1838	0	0	1785	0	0	1712	0
Flt Permitted	0.950			0.950				0.979			0.980	
Satd. Flow (perm)	1627	1726	0	1676	1838	0	0	1785	0	0	1712	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		422			240			931			449	
Travel Time (s)		11.5			6.5			25.4			12.2	
Confl. Peds. (#/hr)	1		6	5			6		5			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	19%	3%	5%	2%	10%	2%	3%	2%	2%	2%
Adj. Flow (vph)	18	476	113	115	212	16	175	7	235	15	5	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	589	0	115	228	0	0	417	0	0	37	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.02	1.02	1.06	0.97	0.97	0.88	0.88	0.88	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other

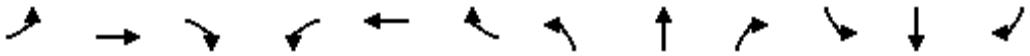
Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	50.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	438	104	106	195	15	161	6	216	14	5	16
Future Vol, veh/h	17	438	104	106	195	15	161	6	216	14	5	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	19	3	5	2	10	2	3	2	2	2
Mvmt Flow	18	476	113	115	212	16	175	7	235	15	5	17
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	87.6	15.1	27.8	11.9
HCM LOS	F	C	D	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	42%	100%	0%	100%	0%	40%
Vol Thru, %	2%	0%	81%	0%	93%	14%
Vol Right, %	56%	0%	19%	0%	7%	46%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	383	17	542	106	210	35
LT Vol	161	17	0	106	0	14
Through Vol	6	0	438	0	195	5
RT Vol	216	0	104	0	15	16
Lane Flow Rate	416	18	589	115	228	38
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.755	0.037	1.088	0.245	0.452	0.082
Departure Headway (Hd)	6.8	7.3	6.651	7.971	7.438	8.203
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	537	487	542	453	488	439
Service Time	4.8	5.096	4.446	5.671	5.138	6.203
HCM Lane V/C Ratio	0.775	0.037	1.087	0.254	0.467	0.087
HCM Control Delay	27.8	10.4	90	13.2	16.1	11.9
HCM Lane LOS	D	B	F	B	C	B
HCM 95th-tile Q	6.6	0.1	18	1	2.3	0.3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	220	9	31	194	147	34	0	57	281	0	210
Future Volume (vph)	153	220	9	31	194	147	34	0	57	281	0	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	10	12	12	12	12	12	12
Grade (%)		2%			-2%			0%			0%	
Storage Length (ft)	200		200	100		200	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.915			0.942	
Flt Protected	0.950			0.950				0.982			0.972	
Satd. Flow (prot)	1635	1826	1567	1787	1810	1493	0	1674	0	0	1706	0
Flt Permitted	0.950			0.950				0.982			0.972	
Satd. Flow (perm)	1635	1826	1567	1787	1810	1493	0	1674	0	0	1706	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		701			422			194			302	
Travel Time (s)		19.1			11.5			4.4			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	166	239	10	34	211	160	37	0	62	305	0	228
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	239	10	34	211	160	0	99	0	0	533	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.01	1.01	0.99	0.99	1.08	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	122.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	153	220	9	31	194	147	34	0	57	281	0	210
Future Vol, veh/h	153	220	9	31	194	147	34	0	57	281	0	210
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	200	-	200	100	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	3	2	2	6	2	2	2	2	2	2	2
Mvmt Flow	166	239	10	34	211	160	37	0	62	305	0	228

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	371	0	0	249	0	0	1044	1010	239	855	860	211
Stage 1	-	-	-	-	-	-	571	571	-	279	279	-
Stage 2	-	-	-	-	-	-	473	439	-	576	581	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1188	-	-	1317	-	-	207	240	800	~ 278	294	829
Stage 1	-	-	-	-	-	-	506	505	-	728	680	-
Stage 2	-	-	-	-	-	-	572	578	-	503	500	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1188	-	-	1317	-	-	131	201	800	~ 225	246	829
Mov Cap-2 Maneuver	-	-	-	-	-	-	131	201	-	~ 225	246	-
Stage 1	-	-	-	-	-	-	435	434	-	626	662	-
Stage 2	-	-	-	-	-	-	404	563	-	399	430	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.4	0.7	19.2	$ 326.5
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	351	1188	-	-	1317	-	-	327
HCM Lane V/C Ratio	0.282	0.14	-	-	0.026	-	-	1.632
HCM Control Delay (s)	19.2	8.5	-	-	7.8	-	-	$ 326.5
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	1.1	0.5	-	-	0.1	-	-	32.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	105	22	118	277	205	232
Future Volume (vph)	105	22	118	277	205	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			3%	-3%	
Storage Length (ft)	0	200	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1743	1817	1819	1607
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1743	1817	1819	1607
Link Speed (mph)	30			25	25	
Link Distance (ft)	964			491	701	
Travel Time (s)	21.9			13.4	19.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	3%	6%	2%
Adj. Flow (vph)	114	24	128	301	223	252
Shared Lane Traffic (%)						
Lane Group Flow (vph)	114	24	128	301	223	252
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.02	1.02	0.98	0.98
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.7

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	105	22	118	277	205	232
Future Vol, veh/h	105	22	118	277	205	232
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	3	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	6	2
Mvmt Flow	114	24	128	301	223	252

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	780	223	475	0	-	0
Stage 1	223	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	364	817	1087	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	321	817	1087	-	-	-
Mov Cap-2 Maneuver	321	-	-	-	-	-
Stage 1	718	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	20.1	2.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1087	-	321	817	-	-
HCM Lane V/C Ratio	0.118	-	0.356	0.029	-	-
HCM Control Delay (s)	8.8	-	22.3	9.5	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	1.6	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	350	0	0	127
Future Volume (vph)	0	0	350	0	0	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	1863	0	1863	1863
Flt Permitted						
Satd. Flow (perm)	1863	1863	1863	0	1863	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	487		964			375
Travel Time (s)	11.1		21.9			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	380	0	0	138
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	380	0	0	138
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	350	0	0	127
Future Vol, veh/h	0	0	350	0	0	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	380	0	0	138

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	518	380	0	0	380	0
Stage 1	380	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	518	667	-	-	1178	-
Stage 1	691	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	518	667	-	-	1178	-
Mov Cap-2 Maneuver	518	-	-	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	889	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1178	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	350	0	0	127
Future Volume (vph)	0	0	350	0	0	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	1863	0	1863	1863
Flt Permitted						
Satd. Flow (perm)	1863	1863	1863	0	1863	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	429		375			357
Travel Time (s)	9.8		8.5			8.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	380	0	0	138
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	380	0	0	138
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

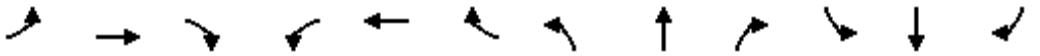
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	350	0	0	127
Future Vol, veh/h	0	0	350	0	0	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	380	0	0	138

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	518	380	0	0	380	0
Stage 1	380	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	518	667	-	-	1178	-
Stage 1	691	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	518	667	-	-	1178	-
Mov Cap-2 Maneuver	518	-	-	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	889	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1178	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1370	76	50	552	2	158	0	192	19	0	26
Future Volume (vph)	5	1370	76	50	552	2	158	0	192	19	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	12	12	12	12	15	12
Grade (%)		-1%			4%			-8%			0%	
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992							0.850		0.923	
Flt Protected					0.996			0.950			0.979	
Satd. Flow (prot)	0	3349	0	0	2935	0	0	1840	1647	0	1852	0
Flt Permitted		0.953			0.696			0.780			0.789	
Satd. Flow (perm)	0	3191	0	0	2051	0	0	1511	1647	0	1492	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			1				64		28	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		635			954			577			183	
Travel Time (s)		9.6			14.5			13.1			4.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	4%	2%	2%	13%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	5	1489	83	54	600	2	172	0	209	21	0	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1577	0	0	656	0	0	172	209	0	49	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.12	1.12	1.12	0.95	0.95	0.95	1.00	0.88	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

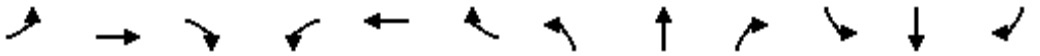
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	2	2		6	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0	21.0	21.0	21.0	
Total Split (s)	89.0	89.0		89.0	89.0		31.0	31.0	31.0	31.0	31.0	
Total Split (%)	74.2%	74.2%		74.2%	74.2%		25.8%	25.8%	25.8%	25.8%	25.8%	
Maximum Green (s)	84.0	84.0		84.0	84.0		26.0	26.0	26.0	26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0			5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None	None	None	None	
Walk Time (s)										5.0	5.0	
Flash Dont Walk (s)										11.0	11.0	
Pedestrian Calls (#/hr)										0	0	
v/c Ratio		0.65			0.42			0.72	0.67		0.19	
Control Delay		8.5			6.7			64.3	42.4		23.4	
Queue Delay		0.4			0.0			0.0	0.0		0.0	
Total Delay		8.9			6.7			64.3	42.4		23.4	
Queue Length 50th (ft)		487			81			128	106		14	
Queue Length 95th (ft)		108			143			193	178		47	
Internal Link Dist (ft)		555			874			497			103	
Turn Bay Length (ft)									150			
Base Capacity (vph)		2423			1556			327	406		345	
Starvation Cap Reductn		365			0			0	0		0	
Spillback Cap Reductn		0			27			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.77			0.43			0.53	0.51		0.14	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A

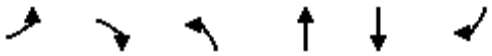




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1370	76	50	552	2	158	0	192	19	0	26
Future Volume (veh/h)	5	1370	76	50	552	2	158	0	192	19	0	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1879	1879	1879	1613	1613	1613	2185	2185	2185	1870	1945	1870
Adj Flow Rate, veh/h	5	1489	83	54	600	2	172	0	209	21	0	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	13	13	13	2	2	2	2	2	2
Cap, veh/h	32	2423	134	122	1457	5	261	0	364	57	17	41
Arrive On Green	0.72	0.72	0.72	0.72	0.72	0.72	0.20	0.00	0.20	0.20	0.00	0.20
Sat Flow, veh/h	3	3363	186	119	2023	7	1026	0	1851	73	85	211
Grp Volume(v), veh/h	830	0	747	249	0	407	172	0	209	49	0	0
Grp Sat Flow(s),veh/h/ln	1876	0	1677	682	0	1467	1026	0	1851	369	0	0
Q Serve(g_s), s	0.0	0.0	27.0	9.0	0.0	12.9	0.0	0.0	12.3	0.8	0.0	0.0
Cycle Q Clear(g_c), s	26.6	0.0	27.0	35.9	0.0	12.9	20.8	0.0	12.3	21.5	0.0	0.0
Prop In Lane	0.01		0.11	0.22		0.00	1.00		1.00	0.43		0.57
Lane Grp Cap(c), veh/h	1381	0	1208	528	0	1056	261	0	364	115	0	0
V/C Ratio(X)	0.60	0.00	0.62	0.47	0.00	0.39	0.66	0.00	0.57	0.43	0.00	0.00
Avail Cap(c_a), veh/h	1381	0	1208	528	0	1056	294	0	401	144	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.00	0.70	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.4	0.0	8.5	7.9	0.0	6.5	47.1	0.0	43.7	41.8	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	1.7	3.0	0.0	1.1	4.5	0.0	1.7	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	0.0	8.3	2.1	0.0	3.6	5.3	0.0	5.8	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	0.0	10.1	10.9	0.0	7.6	51.6	0.0	45.3	44.3	0.0	0.0
LnGrp LOS	A	A	B	B	A	A	D	A	D	D	A	A
Approach Vol, veh/h		1577			656			381			49	
Approach Delay, s/veh		9.9			8.8			48.2			44.3	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		91.4		28.6		91.4		28.6				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		84.0		26.0		84.0		26.0				
Max Q Clear Time (g_c+I1), s		29.0		23.5		37.9		22.8				
Green Ext Time (p_c), s		15.9		0.0		5.5		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			15.8									
HCM 6th LOS			B									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	100	65	439	357	12
Future Volume (vph)	14	100	65	439	357	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Grade (%)	-4%			-4%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.882				0.996	
Flt Protected	0.994			0.994		
Satd. Flow (prot)	1756	0	0	1830	1768	0
Flt Permitted	0.994			0.994		
Satd. Flow (perm)	1756	0	0	1830	1768	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	380			540	375	
Travel Time (s)	8.6			12.3	8.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	16	112	73	493	401	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	0	0	566	414	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.93	0.93	1.02	1.02	1.07	1.07
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	100	65	439	357	12
Future Vol, veh/h	14	100	65	439	357	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-4	-	-	-4	3	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	16	112	73	493	401	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1047	408	414	0	-	0
Stage 1	408	-	-	-	-	-
Stage 2	639	-	-	-	-	-
Critical Hdwy	5.6	5.8	4.1	-	-	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	322	678	1156	-	-	-
Stage 1	740	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	294	678	1156	-	-	-
Mov Cap-2 Maneuver	294	-	-	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	610	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	1.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1156	-	584	-	-
HCM Lane V/C Ratio	0.063	-	0.219	-	-
HCM Control Delay (s)	8.3	0	12.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	8	5	18	3	2	9	483	18	5	401	12
Future Volume (vph)	1	8	5	18	3	2	9	483	18	5	401	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)		-8%			-3%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.949			0.990			0.995			0.996	
Flt Protected		0.997			0.961			0.999			0.999	
Satd. Flow (prot)	0	1745	0	0	1712	0	0	1811	0	0	1788	0
Flt Permitted		0.997			0.961			0.999			0.999	
Satd. Flow (perm)	0	1745	0	0	1712	0	0	1811	0	0	1788	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		267			338			126			244	
Travel Time (s)		6.1			7.7			2.9			5.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	2%	2%	9%
Adj. Flow (vph)	1	9	6	21	3	2	10	555	21	6	461	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	26	0	0	586	0	0	481	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.07	1.07	1.07	1.02	1.02	1.02	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

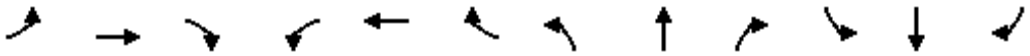
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	8	5	18	3	2	9	483	18	5	401	12
Future Vol, veh/h	1	8	5	18	3	2	9	483	18	5	401	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-8	-	-	-3	-	-	-4	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	2	2	9
Mvmt Flow	1	9	6	21	3	2	10	555	21	6	461	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1068	1076	468	1074	1073	566	475	0	0	576	0	0
Stage 1	480	480	-	586	586	-	-	-	-	-	-	-
Stage 2	588	596	-	488	487	-	-	-	-	-	-	-
Critical Hdwy	5.5	4.9	5.4	6.5	5.9	5.9	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	4.5	3.9	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.5	3.9	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	323	357	665	238	265	553	1098	-	-	997	-	-
Stage 1	706	690	-	551	552	-	-	-	-	-	-	-
Stage 2	648	645	-	613	601	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	313	350	665	228	259	553	1098	-	-	997	-	-
Mov Cap-2 Maneuver	313	350	-	228	259	-	-	-	-	-	-	-
Stage 1	697	684	-	544	545	-	-	-	-	-	-	-
Stage 2	633	637	-	595	596	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14	21.5	0.1	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1098	-	-	417	244	997	-	-
HCM Lane V/C Ratio	0.009	-	-	0.039	0.108	0.006	-	-
HCM Control Delay (s)	8.3	0	-	14	21.5	8.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	8	6	172	24	16	5	346	158	28	270	6
Future Volume (vph)	4	8	6	172	24	16	5	346	158	28	270	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)		-10%			1%			-4%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.953			0.990			0.958			0.997	
Flt Protected		0.990			0.961			0.999			0.995	
Satd. Flow (prot)	0	1667	0	0	1656	0	0	1752	0	0	1763	0
Flt Permitted		0.990			0.961			0.999			0.995	
Satd. Flow (perm)	0	1667	0	0	1656	0	0	1752	0	0	1763	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		384			403			244			1071	
Travel Time (s)		8.7			9.2			5.5			24.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	12%	0%	1%	0%	7%	0%	3%	1%	0%	2%	0%
Adj. Flow (vph)	4	9	7	191	27	18	6	384	176	31	300	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	236	0	0	566	0	0	338	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.10	1.10	1.10	1.02	1.02	1.02	1.07	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	15.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	8	6	172	24	16	5	346	158	28	270	6
Future Vol, veh/h	4	8	6	172	24	16	5	346	158	28	270	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-10	-	-	1	-	-	-4	-	-	3	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	12	0	1	0	7	0	3	1	0	2	0
Mvmt Flow	4	9	7	191	27	18	6	384	176	31	300	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	873	938	304	858	853	472	307	0	0	560	0	0
Stage 1	366	366	-	484	484	-	-	-	-	-	-	-
Stage 2	507	572	-	374	369	-	-	-	-	-	-	-
Critical Hdwy	5.1	4.62	5.2	7.31	6.7	6.37	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	4.1	3.62	-	6.31	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.1	3.62	-	6.31	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.108	3.3	3.509	4	3.363	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	443	428	806	265	285	574	1265	-	-	1021	-	-
Stage 1	806	742	-	551	541	-	-	-	-	-	-	-
Stage 2	731	671	-	636	612	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	384	409	806	250	272	574	1265	-	-	1021	-	-
Mov Cap-2 Maneuver	384	409	-	250	272	-	-	-	-	-	-	-
Stage 1	800	715	-	547	537	-	-	-	-	-	-	-
Stage 2	668	666	-	600	589	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.8	72.3	0.1	0.8
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1265	-	-	481	264	1021	-	-
HCM Lane V/C Ratio	0.004	-	-	0.042	0.892	0.03	-	-
HCM Control Delay (s)	7.9	0	-	12.8	72.3	8.6	0	-
HCM Lane LOS	A	A	-	B	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	7.8	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	111	8	177	154	0	194
Future Volume (vph)	111	8	177	154	0	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Grade (%)	7%		-10%			4%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991		0.937			
Flt Protected	0.955					
Satd. Flow (prot)	1662	0	1744	0	0	1886
Flt Permitted	0.955					
Satd. Flow (perm)	1662	0	1744	0	0	1886
Link Speed (mph)	30		30			30
Link Distance (ft)	502		1071			320
Travel Time (s)	11.4		24.3			7.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	5%	2%	0%	2%
Adj. Flow (vph)	126	9	201	175	0	220
Shared Lane Traffic (%)						
Lane Group Flow (vph)	135	0	376	0	0	220
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	0.98	0.98	0.98	0.98
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	111	8	177	154	0	194
Future Vol, veh/h	111	8	177	154	0	194
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	7	-	-10	-	-	4
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	0	5	2	0	2
Mvmt Flow	126	9	201	175	0	220

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	509	289	0	0	376	0
Stage 1	289	-	-	-	-	-
Stage 2	220	-	-	-	-	-
Critical Hdwy	7.81	6.9	-	-	4.1	-
Critical Hdwy Stg 1	6.81	-	-	-	-	-
Critical Hdwy Stg 2	6.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	431	714	-	-	1194	-
Stage 1	681	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	431	714	-	-	1194	-
Mov Cap-2 Maneuver	431	-	-	-	-	-
Stage 1	681	-	-	-	-	-
Stage 2	752	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.7	0	0
HCM LOS	C		

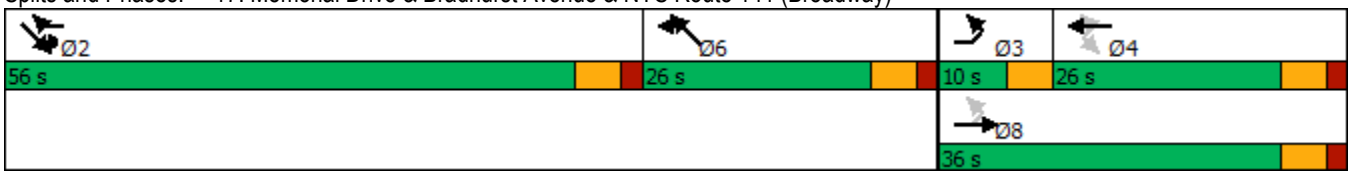
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	443	1194	-
HCM Lane V/C Ratio	-	-	0.305	-	-
HCM Control Delay (s)	-	-	16.7	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.3	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	165	5	29	122	363	461	20	4	1	47	19
Future Volume (vph)	0	165	5	29	122	363	461	20	4	1	47	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	13	11	12	12	12	14	14	14
Grade (%)		-5%			0%			0%			-4%	
Storage Length (ft)	0		0	0		60	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.996				0.850		0.999			0.961	
Flt Protected					0.990			0.955			0.999	
Satd. Flow (prot)	0	1901	0	0	1944	1501	0	1796	0	0	1957	0
Flt Permitted					0.916			0.955			0.999	
Satd. Flow (perm)	0	1901	0	0	1797	1501	0	1796	0	0	1957	0
Right Turn on Red			No			No			No			Yes
Satd. Flow (RTOR)											15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		502			183			594			399	
Travel Time (s)		11.4			4.2			13.5			9.1	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	0%	4%	1%	0%	0%	0%	2%	0%
Adj. Flow (vph)	0	170	5	30	126	374	475	21	4	1	48	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	175	0	0	156	374	0	500	0	0	69	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.96	0.96	1.04	1.00	1.00	1.00	0.89	0.89	0.89
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83	35	20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5	-5	0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5	-5	0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40	40	20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	3	8			4	2	2	2		6	6	
Permitted Phases	8			4		4						
Detector Phase	3	8		4	4	2	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	10.0	36.0		26.0	26.0	56.0	56.0	56.0		26.0	26.0	
Total Split (%)	8.5%	30.5%		22.0%	22.0%	47.5%	47.5%	47.5%		22.0%	22.0%	
Maximum Green (s)	6.0	30.0		20.0	20.0	50.0	50.0	50.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0	3.0	3.0	3.0		2.0	2.0	
Recall Mode	None	None		Max	Max	None	None	None		None	None	
v/c Ratio		0.31			0.29	0.31		0.73			0.33	
Control Delay		25.9			26.0	4.0		25.9			32.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		25.9			26.0	4.0		25.9			32.2	
Queue Length 50th (ft)		61			54	44		186			23	
Queue Length 95th (ft)		146			132	89		306			68	
Internal Link Dist (ft)		422			103			514			319	
Turn Bay Length (ft)						60						
Base Capacity (vph)		849			535	1448		1312			593	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.21			0.29	0.26		0.38			0.12	

Intersection Summary	
Area Type:	Other
Cycle Length: 118	
Actuated Cycle Length: 70.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 17: Memorial Drive & Bradhurst Avenue & NYS Route 141 (Broadway)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	165	5	29	122	363	461	20	4	1	47	19
Future Volume (veh/h)	0	165	5	29	122	363	461	20	4	1	47	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2067	2067	2067	1976	1976	1841	1900	1900	1900	2108	2108	2108
Adj Flow Rate, veh/h	0	170	5	30	126	374	475	21	4	1	48	20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	0	4	0	0	0	2	2	2
Cap, veh/h	33	555	16	138	525	1022	578	26	5	2	78	32
Arrive On Green	0.00	0.32	0.32	0.32	0.32	0.32	0.34	0.34	0.34	0.06	0.06	0.06
Sat Flow, veh/h	0	1997	59	216	1641	1555	1721	76	14	29	1393	580
Grp Volume(v), veh/h	0	0	175	156	0	374	500	0	0	69	0	0
Grp Sat Flow(s),veh/h/ln	0	0	2056	1857	0	1555	1811	0	0	2002	0	0
Q Serve(g_s), s	0.0	0.0	7.3	0.0	0.0	6.8	15.8	0.0	0.0	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	7.3	3.6	0.0	6.8	15.8	0.0	0.0	2.1	0.0	0.0
Prop In Lane	0.00		0.03	0.19		1.00	0.95		0.01	0.01		0.29
Lane Grp Cap(c), veh/h	0	0	0	663	0	1022	609	0	0	112	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.24	0.00	0.37	0.82	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	0	0	0	663	0	1022	1449	0	0	641	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	15.7	0.0	4.9	19.0	0.0	0.0	28.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.8	0.0	1.0	2.8	0.0	0.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.7	0.0	4.7	6.4	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	16.5	0.0	5.9	21.9	0.0	0.0	30.9	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		175			530			500			69	
Approach Delay, s/veh		0.0			9.0			21.9			30.9	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.0		26.0		9.5		26.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		50.0		20.0		20.0		30.0				
Max Q Clear Time (g_c+I1), s		17.8		8.8		4.1		9.3				
Green Ext Time (p_c), s		3.2		1.1		0.1		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			14.0									
HCM 6th LOS			B									



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	393	252	156	514	0	0
Future Volume (vph)	393	252	156	514	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	15	15
Grade (%)	-1%			-2%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947					
Flt Protected				0.989		
Satd. Flow (prot)	1773	0	0	2047	0	2132
Flt Permitted				0.989		
Satd. Flow (perm)	1773	0	0	2047	0	2132
Link Speed (mph)	30			30	30	
Link Distance (ft)	183			641	431	
Travel Time (s)	4.2			14.6	9.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	6%	0%	0%
Adj. Flow (vph)	437	280	173	571	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	717	0	0	744	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.84	0.84	0.86	0.86
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

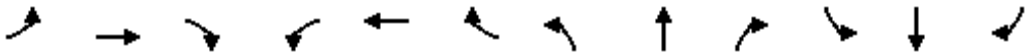
Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	393	252	156	514	0	0
Future Vol, veh/h	393	252	156	514	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-2	-4	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	6	0	0
Mvmt Flow	437	280	173	571	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	717	0	-	577
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	5.8
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.3
Pot Cap-1 Maneuver	-	-	884	-	0	554
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	884	-	-	554
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	884	-
HCM Lane V/C Ratio	-	-	-	0.196	-
HCM Control Delay (s)	0	-	-	10.1	0
HCM Lane LOS	A	-	-	B	A
HCM 95th %tile Q(veh)	-	-	-	0.7	-

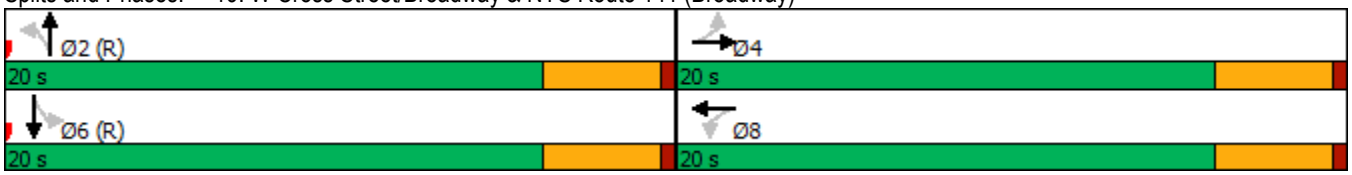


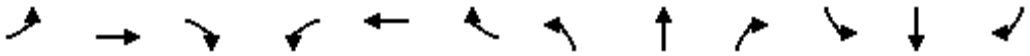
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	340	29	18	392	18	195	13	83	23	2	84
Future Volume (vph)	23	340	29	18	392	18	195	13	83	23	2	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	16	16	16	16	16	16
Grade (%)		1%			-5%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.990			0.994			0.962			0.896	
Flt Protected		0.997			0.998			0.968			0.989	
Satd. Flow (prot)	0	1877	0	0	1874	0	0	1964	0	0	1833	0
Flt Permitted		0.960			0.975			0.725			0.904	
Satd. Flow (perm)	0	1807	0	0	1831	0	0	1471	0	0	1675	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			7			60			94	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		641			362			242			222	
Travel Time (s)		14.6			8.2			5.5			5.0	
Confl. Peds. (#/hr)			1	1					2	2		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	14%	2%	0%	6%	6%	18%	1%	0%	1%	0%	0%	4%
Adj. Flow (vph)	26	382	33	20	440	20	219	15	93	26	2	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	441	0	0	480	0	0	327	0	0	122	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.85	0.85	0.85	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.60			0.65			0.52			0.17	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		13.5			14.9			11.1			3.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.5			14.9			11.1			3.9	
Queue Length 50th (ft)		71			80			41			4	
Queue Length 95th (ft)		135			151			91			23	
Internal Link Dist (ft)		561			282			162			142	
Turn Bay Length (ft)												
Base Capacity (vph)		730			736			624			726	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.60			0.65			0.52			0.17	

Intersection Summary	
Area Type:	Other
Cycle Length: 40	
Actuated Cycle Length: 40	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Pretimed	

Splits and Phases: 19: W Cross Street/Broadway & NYS Route 141 (Broadway)

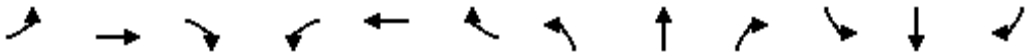




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	340	29	18	392	18	195	13	83	23	2	84
Future Volume (veh/h)	23	340	29	18	392	18	195	13	83	23	2	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1939	1939	2087	2087	2087	1970	1970	1970	1952	1952	1952
Adj Flow Rate, veh/h	26	382	33	20	440	20	219	15	93	26	2	94
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	6	6	6	0	0	0	0	0	0
Cap, veh/h	115	671	56	107	768	34	524	59	172	191	68	502
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	48	1678	140	34	1921	85	934	147	430	204	170	1255
Grp Volume(v), veh/h	441	0	0	480	0	0	327	0	0	122	0	0
Grp Sat Flow(s),veh/h/ln	1865	0	0	2040	0	0	1510	0	0	1629	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.2	0.0	0.0	7.2	0.0	0.0	6.2	0.0	0.0	1.8	0.0	0.0
Prop In Lane	0.06		0.07	0.04		0.04	0.67		0.28	0.21		0.77
Lane Grp Cap(c), veh/h	841	0	0	910	0	0	754	0	0	761	0	0
V/C Ratio(X)	0.52	0.00	0.00	0.53	0.00	0.00	0.43	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	841	0	0	910	0	0	754	0	0	761	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.4	0.0	0.0	9.4	0.0	0.0	8.9	0.0	0.0	7.8	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0	2.2	0.0	0.0	1.8	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.0	2.9	0.0	0.0	1.9	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.7	0.0	0.0	11.6	0.0	0.0	10.8	0.0	0.0	8.2	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		441			480			327			122	
Approach Delay, s/veh		11.7			11.6			10.8			8.2	
Approach LOS		B			B			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		20.0		20.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s		8.2		9.2		3.8		9.2				
Green Ext Time (p_c), s		1.1		1.4		0.4		1.5				

Intersection Summary												
HCM 6th Ctrl Delay			11.1									
HCM 6th LOS			B									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	2	6	8	0	51	0	1479	88	1	595	0
Future Volume (vph)	1	2	6	8	0	51	0	1479	88	1	595	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	11	11	11	11	11	11
Grade (%)		4%			-10%			0%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.905			0.884			0.992				
Flt Protected		0.995			0.993							
Satd. Flow (prot)	0	1900	0	0	1751	0	0	3306	0	0	3050	0
Flt Permitted		0.995			0.993							
Satd. Flow (perm)	0	1900	0	0	1751	0	0	3306	0	0	3050	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		196			421			1159			795	
Travel Time (s)		4.5			9.6			17.6			12.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	15%	0%
Adj. Flow (vph)	1	2	7	9	0	55	0	1608	96	1	647	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	64	0	0	1704	0	0	648	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.87	0.87	0.87	0.94	0.94	0.94	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	6	8	0	51	0	1479	88	1	595	0
Future Vol, veh/h	1	2	6	8	0	51	0	1479	88	1	595	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	-10	-	-	0	-	-	-1	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	0	15	0
Mvmt Flow	1	2	7	9	0	55	0	1608	96	1	647	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1453	2353	324	1983	2305	852	647	0	0	1704	0	0
Stage 1	649	649	-	1656	1656	-	-	-	-	-	-	-
Stage 2	804	1704	-	327	649	-	-	-	-	-	-	-
Critical Hdwy	8.3	7.3	7.3	5.5	4.5	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.3	6.3	-	4.5	3.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.3	6.3	-	4.5	3.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	67	22	654	112	140	389	948	-	-	378	-	-
Stage 1	372	406	-	261	394	-	-	-	-	-	-	-
Stage 2	290	102	-	798	672	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	57	22	654	102	139	389	948	-	-	378	-	-
Mov Cap-2 Maneuver	57	22	-	102	139	-	-	-	-	-	-	-
Stage 1	372	404	-	261	394	-	-	-	-	-	-	-
Stage 2	249	102	-	783	669	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	58.4	21.5	0	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	948	-	-	77	282	378	-	-
HCM Lane V/C Ratio	-	-	-	0.127	0.227	0.003	-	-
HCM Control Delay (s)	0	-	-	58.4	21.5	14.6	0	-
HCM Lane LOS	A	-	-	F	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.9	0	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1190	43	51	685	177	262
Future Volume (vph)	1190	43	51	685	177	262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Grade (%)	1%			0%	-7%	
Storage Length (ft)		0	0		0	60
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		1.00		1.00	
Frt	0.995					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3288	0	1694	1625	1814	1655
Flt Permitted			0.123		0.950	
Satd. Flow (perm)	3288	0	219	1625	1809	1655
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7					131
Link Speed (mph)	45			45	30	
Link Distance (ft)	1261			635	366	
Travel Time (s)	19.1			9.6	8.3	
Confl. Peds. (#/hr)		1	1		1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	5%	3%	13%	3%	1%
Adj. Flow (vph)	1368	49	59	787	203	301
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1417	0	59	787	203	301
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.05	1.05	1.04	1.04	0.96	0.96
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	20.0		9.0	20.0	20.0	20.0
Total Split (s)	91.0		9.0	100.0	20.0	20.0
Total Split (%)	75.8%		7.5%	83.3%	16.7%	16.7%
Maximum Green (s)	86.0		4.0	95.0	15.0	15.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Min		None	C-Min	Min	Min
v/c Ratio	0.65		0.25	0.66	0.63	0.75
Control Delay	19.4		6.5	10.0	53.7	37.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.4		6.5	10.0	53.7	37.3
Queue Length 50th (ft)	358		9	179	146	126
Queue Length 95th (ft)	415		22	295	205	204
Internal Link Dist (ft)	1181			555	286	
Turn Bay Length (ft)						60
Base Capacity (vph)	2410		233	1287	325	404
Starvation Cap Reductn	0		0	23	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.59		0.25	0.62	0.62	0.75

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 21: Skyline Drive & NYS Route 9A





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1190	43	51	685	177	262
Future Volume (veh/h)	1190	43	51	685	177	262
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1820	1820	1856	1707	2130	2160
Adj Flow Rate, veh/h	1368	49	59	787	203	301
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	5	5	3	13	3	1
Cap, veh/h	2456	88	311	1352	254	229
Arrive On Green	0.72	0.72	0.06	1.00	0.13	0.13
Sat Flow, veh/h	3496	122	1767	1707	2029	1831
Grp Volume(v), veh/h	694	723	59	787	203	301
Grp Sat Flow(s),veh/h/ln	1729	1798	1767	1707	2029	1831
Q Serve(g_s), s	22.4	22.5	1.0	0.0	11.7	15.0
Cycle Q Clear(g_c), s	22.4	22.5	1.0	0.0	11.7	15.0
Prop In Lane		0.07	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1247	1297	311	1352	254	229
V/C Ratio(X)	0.56	0.56	0.19	0.58	0.80	1.32
Avail Cap(c_a), veh/h	1247	1297	320	1352	254	229
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.91	0.91	1.00	1.00
Uniform Delay (d), s/veh	7.8	7.8	6.1	0.0	51.0	52.5
Incr Delay (d2), s/veh	1.4	1.4	0.3	1.7	16.5	169.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	7.4	0.3	0.6	7.1	17.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.2	9.2	6.4	1.7	67.6	221.9
LnGrp LOS	A	A	A	A	E	F
Approach Vol, veh/h	1417			846	504	
Approach Delay, s/veh	9.2			2.0	159.7	
Approach LOS	A			A	F	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.4	91.6				100.0	20.0
Change Period (Y+Rc), s	5.0	5.0				5.0	5.0
Max Green Setting (Gmax), s	4.0	86.0				95.0	15.0
Max Q Clear Time (g_c+I1), s	3.0	24.5				2.0	17.0
Green Ext Time (p_c), s	0.0	12.9				6.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C

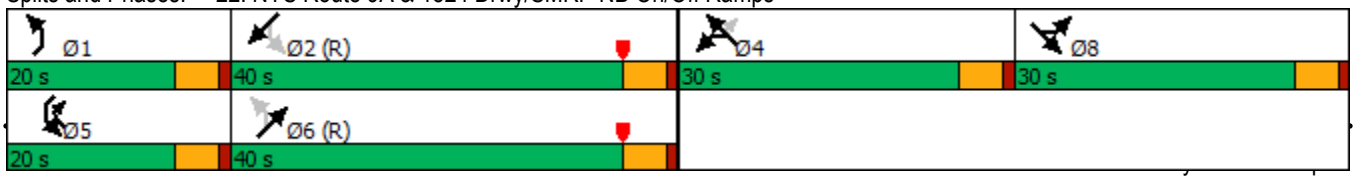
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	281	17	39	44	11	29	288	903	51	56	742	84
Future Volume (vph)	281	17	39	44	11	29	288	903	51	56	742	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	11	11	11	11	11	11
Grade (%)		5%			-9%			-1%			-1%	
Storage Length (ft)	150		0	100		60	230		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00				0.99						
Frt		0.965				0.850		0.992			0.985	
Flt Protected	0.950	0.968		0.950	0.971		0.950			0.950		
Satd. Flow (prot)	1560	1534	0	1732	1770	1631	1754	3260	0	1719	3044	0
Flt Permitted	0.950	0.968		0.950	0.971		0.132			0.264		
Satd. Flow (perm)	1558	1533	0	1732	1770	1610	244	3260	0	478	3044	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				64		5			10	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		211			341			3169			1261	
Travel Time (s)		4.8			7.8			48.0			19.1	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	7%	2%	2%	15%	0%
Adj. Flow (vph)	319	19	44	50	13	33	327	1026	58	64	843	95
Shared Lane Traffic (%)	39%			38%								
Lane Group Flow (vph)	195	187	0	31	32	33	327	1084	0	64	938	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.13	1.13	1.13	0.99	0.99	0.99	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template												
Leading Detector (ft)	35	83		35	83	35	35	83		35	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4	5	1	6		5	2	
Permitted Phases						4	6			2		
Detector Phase	8	8		4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	20.0	20.0	40.0		20.0	40.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%	16.7%	16.7%	33.3%		16.7%	33.3%	
Maximum Green (s)	25.0	25.0		25.0	25.0	15.0	15.0	35.0		15.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
v/c Ratio	0.78	0.73		0.31	0.32	0.15	0.61	0.56		0.23	0.80	
Control Delay	68.1	60.3		61.8	61.8	2.6	23.6	19.1		13.4	39.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	68.1	60.3		61.8	61.8	2.6	23.6	19.1		13.4	39.1	
Queue Length 50th (ft)	153	136		25	25	0	134	273		16	323	
Queue Length 95th (ft)	220	202		56	57	5	248	413		m23	#533	
Internal Link Dist (ft)		131			261			3089			1181	
Turn Bay Length (ft)	150			100		60	230			150		
Base Capacity (vph)	329	333		360	368	335	539	1939		398	1171	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.59	0.56		0.09	0.09	0.10	0.61	0.56		0.16	0.80	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: NYS Route 9A & 1824 Drwy/SMRP NB On/Off Ramps



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	281	17	39	44	11	29	288	903	51	56	742	84
Future Volume (veh/h)	281	17	39	44	11	29	288	903	51	56	742	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1753	1753	1753	2254	2254	2254	1939	1834	1834	1909	1714	1714
Adj Flow Rate, veh/h	374	0	0	31	39	33	327	1026	58	64	843	95
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	7	7	2	15	15
Cap, veh/h	440	231	0	87	91	147	472	2094	118	371	1691	191
Arrive On Green	0.13	0.00	0.00	0.04	0.04	0.04	0.09	0.62	0.62	0.04	0.57	0.57
Sat Flow, veh/h	3339	1753	0	2147	2254	1896	1847	3353	190	1818	2950	332
Grp Volume(v), veh/h	374	0	0	31	39	33	327	533	551	64	465	473
Grp Sat Flow(s),veh/h/ln	1669	1753	0	2147	2254	1896	1847	1743	1800	1818	1628	1654
Q Serve(g_s), s	13.1	0.0	0.0	1.7	2.0	2.0	8.3	19.9	19.9	1.7	20.5	20.5
Cycle Q Clear(g_c), s	13.1	0.0	0.0	1.7	2.0	2.0	8.3	19.9	19.9	1.7	20.5	20.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.11	1.00		0.20
Lane Grp Cap(c), veh/h	440	231	0	87	91	147	472	1088	1124	371	933	948
V/C Ratio(X)	0.85	0.00	0.00	0.36	0.43	0.23	0.69	0.49	0.49	0.17	0.50	0.50
Avail Cap(c_a), veh/h	696	365	0	447	470	465	540	1088	1124	531	933	948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71
Uniform Delay (d), s/veh	50.9	0.0	0.0	56.1	56.2	52.0	12.0	12.2	12.2	10.4	15.3	15.3
Incr Delay (d2), s/veh	3.3	0.0	0.0	0.9	1.2	0.3	2.3	1.6	1.5	0.1	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	0.0	0.9	1.2	0.9	3.1	7.3	7.6	0.6	7.3	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	0.0	0.0	57.0	57.4	52.3	14.3	13.8	13.7	10.4	16.7	16.6
LnGrp LOS	D	A	A	E	E	D	B	B	B	B	B	B
Approach Vol, veh/h		374			103			1411			1002	
Approach Delay, s/veh		54.3			55.7			13.9			16.3	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.6	73.8		9.8	9.4	79.9		20.8				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	35.0		25.0	15.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	10.3	22.5		4.0	3.7	21.9		15.1				
Green Ext Time (p_c), s	0.3	4.1		0.2	0.0	4.9		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		21.4
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	179	56	1165	69	8	852
Future Volume (vph)	179	56	1165	69	8	852
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		-5%			5%
Storage Length (ft)	0	210		260	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1841	1663	3407	1539	0	3011
Flt Permitted	0.950					
Satd. Flow (perm)	1841	1663	3407	1539	0	3011
Link Speed (mph)	30		45			45
Link Distance (ft)	390		1407			3169
Travel Time (s)	8.9		21.3			48.0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	1%	0%	5%	4%	12%	13%
Adj. Flow (vph)	218	68	1421	84	10	1039
Shared Lane Traffic (%)						
Lane Group Flow (vph)	218	68	1421	84	0	1049
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.01	1.01	1.08	1.08
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	47.6

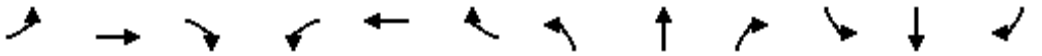
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	179	56	1165	69	8	852
Future Vol, veh/h	179	56	1165	69	8	852
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	210	-	260	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-6	-	-5	-	-	5
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	1	0	5	4	12	13
Mvmt Flow	218	68	1421	84	10	1039

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1961	711	0	0	1421	0
Stage 1	1421	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Critical Hdwy	5.62	6.3	-	-	4.34	-
Critical Hdwy Stg 1	4.62	-	-	-	-	-
Critical Hdwy Stg 2	4.62	-	-	-	-	-
Follow-up Hdwy	3.51	3.3	-	-	2.32	-
Pot Cap-1 Maneuver	~ 108	428	-	-	427	-
Stage 1	306	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 102	428	-	-	427	-
Mov Cap-2 Maneuver	~ 102	-	-	-	-	-
Stage 1	306	-	-	-	-	-
Stage 2	624	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s$	470.3	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	102	428	427	-
HCM Lane V/C Ratio	-	-	2.14	0.16	0.023	-
HCM Control Delay (s)	-	-	$ 612.7	15	13.6	0.4
HCM Lane LOS	-	-	F	C	B	A
HCM 95th %tile Q(veh)	-	-	18.9	0.6	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	41	134	198	28	168	167	934	32	137	780	67
Future Volume (vph)	105	41	134	198	28	168	167	934	32	137	780	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		5%			-6%			2%			-2%	
Storage Length (ft)	0		240	0		210	260		0	140		260
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor		1.00				0.99						
Frt			0.850			0.850		0.995				0.850
Flt Protected		0.965			0.958		0.950			0.950		
Satd. Flow (prot)	0	1775	1559	0	1797	1546	1710	3275	0	1647	3147	1577
Flt Permitted		0.493			0.595		0.205			0.141		
Satd. Flow (perm)	0	906	1559	0	1116	1524	369	3275	0	244	3147	1577
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82			48		3				77
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		782			1110			1260			1407	
Travel Time (s)		17.8			30.3			19.1			21.3	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	1%	0%	1%	1%	0%	4%	1%	5%	4%	7%	12%	0%
Adj. Flow (vph)	121	47	154	228	32	193	192	1074	37	157	897	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	168	154	0	260	193	192	1111	0	157	897	77
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.01	1.01	1.01	1.06	1.06	1.06	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83		35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Detector Phase	4	4	5	8	8	1	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0	5.0	8.0	8.0	5.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	13.0	13.0	10.0	35.0	35.0	10.0	10.0	28.0		10.0	15.0	15.0
Total Split (s)	35.0	35.0	30.0	35.0	35.0	30.0	30.0	65.0		30.0	65.0	65.0
Total Split (%)	26.9%	26.9%	23.1%	26.9%	26.9%	23.1%	23.1%	50.0%		23.1%	50.0%	50.0%
Maximum Green (s)	30.0	30.0	25.0	30.0	30.0	25.0	25.0	60.0		25.0	60.0	60.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	5.0		2.0	5.0	5.0
Recall Mode	None	None	None	Ped	Ped	None	None	Min		None	Min	Min
Walk Time (s)				7.0	7.0			7.0				
Flash Dont Walk (s)				23.0	23.0			16.0				
Pedestrian Calls (#/hr)				2	2			0				
v/c Ratio		0.61	0.20		0.77	0.31	0.56	0.75		0.61	0.65	0.10
Control Delay		44.3	10.2		50.9	16.2	15.5	25.9		21.1	24.0	3.9
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		44.3	10.2		50.9	16.2	15.5	25.9		21.1	24.0	3.9
Queue Length 50th (ft)		91	25		149	55	51	292		41	227	0
Queue Length 95th (ft)		#212	75		#335	122	78	374		69	283	22
Internal Link Dist (ft)		702			1030			1180			1327	
Turn Bay Length (ft)			240			210	260			140		260
Base Capacity (vph)		275	981		339	877	559	1995		500	1918	991
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.61	0.16		0.77	0.22	0.34	0.56		0.31	0.47	0.08

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 99.9

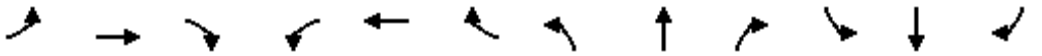
Natural Cycle: 80

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 9A & Home Depot Drwy/Dana Road

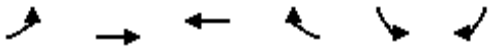




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	41	134	198	28	168	167	934	32	137	780	67
Future Volume (veh/h)	105	41	134	198	28	168	167	934	32	137	780	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1753	1753	1738	2136	2136	2076	1862	1802	1802	1874	1799	1979
Adj Flow Rate, veh/h	121	47	154	228	32	193	192	1074	37	157	897	77
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	1	0	0	4	1	5	5	7	12	0
Cap, veh/h	67	15	599	73	0	694	356	1495	52	297	1471	722
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.08	0.44	0.44	0.07	0.43	0.43
Sat Flow, veh/h	0	45	1470	0	0	1756	1773	3377	116	1784	3417	1677
Grp Volume(v), veh/h	168	0	154	260	0	193	192	544	567	157	897	77
Grp Sat Flow(s),veh/h/ln	45	0	1470	0	0	1756	1773	1712	1781	1784	1709	1677
Q Serve(g_s), s	0.0	0.0	6.4	0.0	0.0	6.9	5.5	24.0	24.0	4.5	18.7	2.5
Cycle Q Clear(g_c), s	30.0	0.0	6.4	30.0	0.0	6.9	5.5	24.0	24.0	4.5	18.7	2.5
Prop In Lane	0.72		1.00	0.88		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	82	0	599	73	0	694	356	758	789	297	1471	722
V/C Ratio(X)	2.06	0.00	0.26	3.56	0.00	0.28	0.54	0.72	0.72	0.53	0.61	0.11
Avail Cap(c_a), veh/h	82	0	599	73	0	694	688	1111	1155	653	2216	1088
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	0.0	18.2	46.3	0.0	19.0	15.1	21.1	21.1	16.7	20.3	15.7
Incr Delay (d2), s/veh	515.3	0.0	0.1	1185.1	0.0	0.1	0.5	2.7	2.6	0.5	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	0.0	2.2	25.7	0.0	2.8	2.0	9.2	9.5	1.6	6.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	556.3	0.0	18.2	1231.4	0.0	19.1	15.6	23.8	23.7	17.3	21.2	15.9
LnGrp LOS	F	A	B	F	A	B	B	C	C	B	C	B
Approach Vol, veh/h		322			453			1303			1131	
Approach Delay, s/veh		298.9			714.9			22.5			20.3	
Approach LOS		F			F			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	46.0		35.0	12.7	44.8		35.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	25.0	60.0		30.0	25.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	6.5	26.0		32.0	7.5	20.7		32.0				
Green Ext Time (p_c), s	0.2	14.9		0.0	0.3	13.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		147.2	
HCM 6th LOS		F	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	151	27	84	49	25	110
Future Volume (vph)	151	27	84	49	25	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	12	12
Grade (%)		0%	-3%		0%	
Storage Length (ft)	0			0	135	0
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.950			0.850
Flt Protected		0.959			0.950	
Satd. Flow (prot)	0	1796	1916	0	1492	1615
Flt Permitted		0.959			0.950	
Satd. Flow (perm)	0	1796	1916	0	1492	1615
Link Speed (mph)		25	25		25	
Link Distance (ft)		187	218		301	
Travel Time (s)		5.1	5.9		8.2	
Confl. Peds. (#/hr)	23			23		
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	1%	4%	8%	9%	21%	0%
Adj. Flow (vph)	213	38	118	69	35	155
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	251	187	0	35	155
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.83	0.83	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

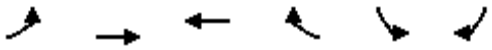
Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	151	27	84	49	25	110
Future Vol, veh/h	151	27	84	49	25	110
Conflicting Peds, #/hr	23	0	0	23	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	135	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-3	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	1	4	8	9	21	0
Mvmt Flow	213	38	118	69	35	155

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	210	0	-	0	640	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	464	-
Critical Hdwy	4.11	-	-	-	6.61	6.2
Critical Hdwy Stg 1	-	-	-	-	5.61	-
Critical Hdwy Stg 2	-	-	-	-	5.61	-
Follow-up Hdwy	2.209	-	-	-	3.689	3.3
Pot Cap-1 Maneuver	1367	-	-	-	411	872
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1341	-	-	-	331	855
Mov Cap-2 Maneuver	-	-	-	-	331	-
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	584	-

Approach	EB	WB	SB
HCM Control Delay, s	6.9	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1341	-	-	-	331	855
HCM Lane V/C Ratio	0.159	-	-	-	0.106	0.181
HCM Control Delay (s)	8.2	0	-	-	17.2	10.1
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.6	-	-	-	0.4	0.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	58	11	105	26	13	314
Future Volume (vph)	58	11	105	26	13	314
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-1%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.974		0.870	
Flt Protected		0.960			0.998	
Satd. Flow (prot)	0	1770	1860	0	1636	0
Flt Permitted		0.960			0.998	
Satd. Flow (perm)	0	1770	1860	0	1636	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		265	229		218	
Travel Time (s)		7.2	6.2		5.9	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	3%	0%	0%	0%	0%	3%
Adj. Flow (vph)	70	13	127	31	16	378
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	83	158	0	394	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	58	11	105	26	13	314
Future Vol, veh/h	58	11	105	26	13	314
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	3	0	0	0	0	3
Mvmt Flow	70	13	127	31	16	378
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.9	9	9.9
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	84%	0%	4%
Vol Thru, %	16%	80%	0%
Vol Right, %	0%	20%	96%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	69	131	327
LT Vol	58	0	13
Through Vol	11	105	0
RT Vol	0	26	314
Lane Flow Rate	83	158	394
Geometry Grp	1	1	1
Degree of Util (X)	0.118	0.206	0.43
Departure Headway (Hd)	5.128	4.701	3.925
Convergence, Y/N	Yes	Yes	Yes
Cap	697	761	918
Service Time	3.179	2.748	1.945
HCM Lane V/C Ratio	0.119	0.208	0.429
HCM Control Delay	8.9	9	9.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.8	2.2



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	40	184	92	274	107	29
Future Volume (vph)	40	184	92	274	107	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Grade (%)	4%			-4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.889				0.971	
Flt Protected				0.988	0.962	
Satd. Flow (prot)	1633	0	0	1873	1922	0
Flt Permitted				0.988	0.962	
Satd. Flow (perm)	1633	0	0	1873	1922	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1110			104	652	
Travel Time (s)	30.3			2.8	17.8	
Confl. Peds. (#/hr)					1	1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	3%	1%	0%	3%	2%	0%
Adj. Flow (vph)	49	224	112	334	130	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	273	0	0	446	165	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

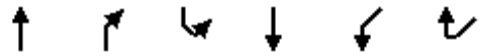
Intersection	
Int Delay, s/veh	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	184	92	274	107	29
Future Vol, veh/h	40	184	92	274	107	29
Conflicting Peds, #/hr	0	0	0	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	-4	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	1	0	3	2	0
Mvmt Flow	49	224	112	334	130	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	273	0	720	162
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	559	-
Critical Hdwy	-	-	4.1	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1302	-	395	888
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	572	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1302	-	353	887
Mov Cap-2 Maneuver	-	-	-	-	353	-
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	511	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	19.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	405	-	-	1302	-
HCM Lane V/C Ratio	0.41	-	-	0.086	-
HCM Control Delay (s)	19.9	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2	-	-	0.3	-



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	245	189	23	170	163	28
Future Volume (vph)	245	189	23	170	163	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-1%	10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941				0.980	
Flt Protected				0.994	0.959	
Satd. Flow (prot)	1674	0	0	1788	1672	0
Flt Permitted				0.994	0.959	
Satd. Flow (perm)	1674	0	0	1788	1672	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	410			565	400	
Travel Time (s)	7.0			9.6	9.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	9%	4%	0%	7%	1%	4%
Adj. Flow (vph)	263	203	25	183	175	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	466	0	0	208	205	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.07	1.07
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

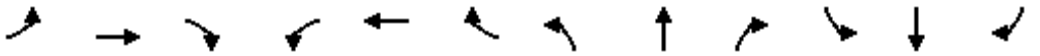
Intersection	
Int Delay, s/veh	6.9

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	245	189	23	170	163	28
Future Vol, veh/h	245	189	23	170	163	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-1	10	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	4	0	7	1	4
Mvmt Flow	263	203	25	183	175	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	466	0	598	365
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	233	-
Critical Hdwy	-	-	4.1	-	8.41	7.24
Critical Hdwy Stg 1	-	-	-	-	7.41	-
Critical Hdwy Stg 2	-	-	-	-	7.41	-
Follow-up Hdwy	-	-	2.2	-	3.509	3.336
Pot Cap-1 Maneuver	-	-	1106	-	335	610
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	710	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1106	-	327	610
Mov Cap-2 Maneuver	-	-	-	-	327	-
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	692	-

Approach	NB	SB	SW
HCM Control Delay, s	0	1	28.7
HCM LOS			D

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1106	-	351
HCM Lane V/C Ratio	-	-	0.022	-	0.585
HCM Control Delay (s)	-	-	8.3	0	28.7
HCM Lane LOS	-	-	A	A	D
HCM 95th %tile Q(veh)	-	-	0.1	-	3.5

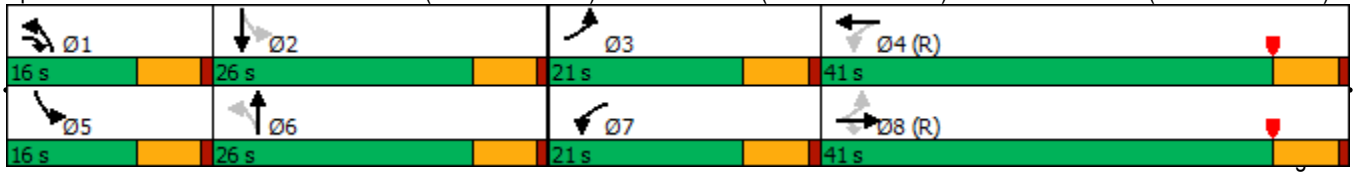


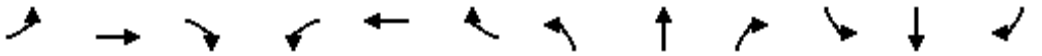
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	642	245	56	521	41	208	156	53	85	169	203
Future Volume (vph)	125	642	245	56	521	41	208	156	53	85	169	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	10	11	11
Grade (%)		7%			-5%			-2%			3%	
Storage Length (ft)	230		0	115		0	290		0	160		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.98	1.00	1.00			0.99		1.00		
Frt			0.850		0.989			0.962			0.918	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1635	1755	1492	1788	1768	0	1678	1719	0	1627	1605	0
Flt Permitted	0.153			0.150			0.166			0.564		
Satd. Flow (perm)	263	1755	1460	282	1768	0	293	1719	0	964	1605	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			253		4			15			51	
Link Speed (mph)		40			35			30			30	
Link Distance (ft)		434			857			659			593	
Travel Time (s)		7.4			16.7			15.0			13.5	
Confl. Peds. (#/hr)	3		1	1		3			2	2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	1%	1%	0%	5%	7%	5%	9%	0%	2%	4%	3%
Adj. Flow (vph)	129	662	253	58	537	42	214	161	55	88	174	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	129	662	253	58	579	0	214	216	0	88	383	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.01	1.01	1.01	1.03	0.99	0.99	1.11	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template												
Leading Detector (ft)	35	83	35	35	83		35	83		35	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Detector Phase	3	8	1	7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	16.0	11.0	11.0	16.0		11.0	16.0		11.0	16.0	
Total Split (s)	21.0	41.0	16.0	21.0	41.0		16.0	26.0		16.0	26.0	
Total Split (%)	20.2%	39.4%	15.4%	20.2%	39.4%		15.4%	25.0%		15.4%	25.0%	
Maximum Green (s)	15.0	35.0	10.0	15.0	35.0		10.0	20.0		10.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	
v/c Ratio	0.50	0.85	0.28	0.27	0.83		0.96	0.53		0.28	1.10	
Control Delay	19.0	40.0	2.2	15.4	41.5		80.8	39.6		26.4	112.3	
Queue Delay	0.0	30.1	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.0	70.1	2.2	15.4	41.5		80.8	39.6		26.4	112.3	
Queue Length 50th (ft)	41	400	0	18	337		106	121		40	~260	
Queue Length 95th (ft)	72	#645	34	37	#588		#256	204		77	#447	
Internal Link Dist (ft)		354			777			579			513	
Turn Bay Length (ft)	230			115			290			160		
Base Capacity (vph)	339	775	905	365	694		223	410		341	349	
Starvation Cap Reductn	0	144	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.38	1.05	0.28	0.16	0.83		0.96	0.53		0.26	1.10	

Intersection Summary	
Area Type:	Other
Cycle Length: 104	
Actuated Cycle Length: 104	
Offset: 67 (64%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 29: NYS Route 100A (Knollwood Road)/NYS Route 100 (Bradhurst Avenue) & NYS Route 100C (Grasslands Road)/NYS Route 100

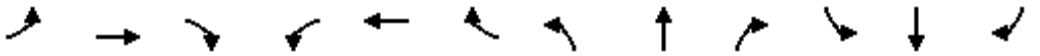




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	642	245	56	521	41	208	156	53	85	169	203
Future Volume (veh/h)	125	642	245	56	521	41	208	156	53	85	169	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1567	1597	1597	2097	2022	2022	1904	1844	1844	1817	1788	1788
Adj Flow Rate, veh/h	129	662	253	58	537	42	214	161	55	88	174	209
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	1	1	0	5	5	5	9	9	2	4	4
Cap, veh/h	292	691	714	186	761	60	244	306	105	307	142	171
Arrive On Green	0.07	0.43	0.43	0.05	0.41	0.41	0.10	0.23	0.23	0.06	0.19	0.19
Sat Flow, veh/h	1492	1597	1348	1997	1850	145	1813	1312	448	1731	738	887
Grp Volume(v), veh/h	129	662	253	58	0	579	214	0	216	88	0	383
Grp Sat Flow(s),veh/h/ln	1492	1597	1348	1997	0	1995	1813	0	1761	1731	0	1625
Q Serve(g_s), s	5.1	41.8	11.3	1.7	0.0	25.0	9.9	0.0	11.2	4.2	0.0	20.0
Cycle Q Clear(g_c), s	5.1	41.8	11.3	1.7	0.0	25.0	9.9	0.0	11.2	4.2	0.0	20.0
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.25	1.00		0.55
Lane Grp Cap(c), veh/h	292	691	714	186	0	821	244	0	411	307	0	312
V/C Ratio(X)	0.44	0.96	0.35	0.31	0.00	0.71	0.88	0.00	0.53	0.29	0.00	1.23
Avail Cap(c_a), veh/h	404	691	714	378	0	821	244	0	411	378	0	312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.0	28.6	14.2	23.9	0.0	25.4	31.6	0.0	34.8	31.3	0.0	42.0
Incr Delay (d2), s/veh	0.4	23.9	1.3	0.3	0.0	5.1	27.6	0.0	0.6	0.2	0.0	126.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	19.3	3.4	0.8	0.0	12.5	6.1	0.0	4.8	1.8	0.0	18.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	52.5	15.5	24.2	0.0	30.4	59.2	0.0	35.5	31.5	0.0	168.7
LnGrp LOS	B	D	B	C	A	C	E	A	D	C	A	F
Approach Vol, veh/h		1044			637			430			471	
Approach Delay, s/veh		39.5			29.9			47.3			143.0	
Approach LOS		D			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	26.0	13.2	48.8	11.7	30.3	11.0	51.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	20.0	15.0	35.0	10.0	20.0	15.0	35.0
Max Q Clear Time (g_c+I1), s	11.9	22.0	7.1	27.0	6.2	13.2	3.7	43.8
Green Ext Time (p_c), s	0.0	0.0	0.1	1.4	0.0	0.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	57.3
HCM 6th LOS	E

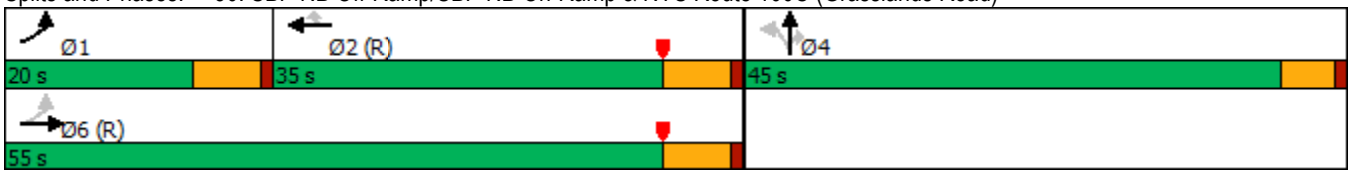


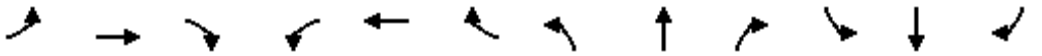
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	682	0	0	768	163	282	2	330	0	0	0
Future Volume (vph)	115	682	0	0	768	163	282	2	330	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		5%			-7%			4%			6%	
Storage Length (ft)	325		0	0		135	0		325	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	86			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt						0.850			0.850			
Flt Protected	0.950							0.953				
Satd. Flow (prot)	1643	3451	0	0	3593	1655	0	1723	1583	0	0	0
Flt Permitted	0.258							0.953				
Satd. Flow (perm)	446	3451	0	0	3593	1619	0	1723	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						131			165			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		444			434			670			395	
Travel Time (s)		7.6			7.4			15.2			9.0	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	4%	1%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	119	703	0	0	792	168	291	2	340	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	703	0	0	792	168	0	293	340	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.13	1.03	1.03	0.96	0.96	0.96	1.03	1.03	1.03	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template							Left					
Leading Detector (ft)	35	83			83	35	20	83	35			
Trailing Detector (ft)	-5	-5			-5	-5	0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5	-5	0	-5	-5			
Detector 1 Size(ft)	40	40			40	40	20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		43			43			43				
Detector 2 Size(ft)		40			40			40				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			4				
Permitted Phases	6					2	4		4			
Detector Phase	1	6			2	2	4	4	4			
Switch Phase												
Minimum Initial (s)	2.0	2.0			2.0	2.0	4.0	4.0	4.0			
Minimum Split (s)	8.0	8.0			8.0	8.0	9.0	9.0	9.0			
Total Split (s)	20.0	55.0			35.0	35.0	45.0	45.0	45.0			
Total Split (%)	20.0%	55.0%			35.0%	35.0%	45.0%	45.0%	45.0%			
Maximum Green (s)	14.0	49.0			29.0	29.0	40.0	40.0	40.0			
Yellow Time (s)	5.0	5.0			5.0	5.0	4.0	4.0	4.0			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0	6.0		5.0	5.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.0	0.2			0.2	0.2	4.0	4.0	4.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
v/c Ratio	0.32	0.32			0.44	0.19		0.68	0.65			
Control Delay	7.6	6.3			18.7	6.0		40.8	21.8			
Queue Delay	0.0	0.0			0.4	0.0		0.0	0.0			
Total Delay	7.6	6.3			19.1	6.0		40.8	21.8			
Queue Length 50th (ft)	17	52			162	12		169	98			
Queue Length 95th (ft)	m31	91			272	58		226	169			
Internal Link Dist (ft)		364			354			590			315	
Turn Bay Length (ft)	325					135			325			
Base Capacity (vph)	452	2203			1801	877		689	732			
Starvation Cap Reductn	0	0			497	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.26	0.32			0.61	0.19		0.43	0.46			

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 30: SBP NB Off-Ramp/SBP NB On-Ramp & NYS Route 100C (Grasslands Road)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	682	0	0	768	163	282	2	330	0	0	0
Future Volume (veh/h)	115	682	0	0	768	163	282	2	330	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1753	1723	0	0	2115	2160	1806	1806	1806			
Adj Flow Rate, veh/h	119	703	0	0	792	168	291	2	340			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	2	0	0	4	1	0	0	0			
Cap, veh/h	370	2030	0	0	2045	930	461	3	413			
Arrive On Green	0.05	0.62	0.00	0.00	0.51	0.51	0.27	0.27	0.27			
Sat Flow, veh/h	1669	3360	0	0	4125	1829	1709	12	1530			
Grp Volume(v), veh/h	119	703	0	0	792	168	293	0	340			
Grp Sat Flow(s),veh/h/ln	1669	1637	0	0	2010	1829	1720	0	1530			
Q Serve(g_s), s	3.2	10.4	0.0	0.0	12.1	5.0	15.0	0.0	20.9			
Cycle Q Clear(g_c), s	3.2	10.4	0.0	0.0	12.1	5.0	15.0	0.0	20.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	370	2030	0	0	2045	930	464	0	413			
V/C Ratio(X)	0.32	0.35	0.00	0.00	0.39	0.18	0.63	0.00	0.82			
Avail Cap(c_a), veh/h	518	2030	0	0	2045	930	688	0	612			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.38	0.38	1.00	0.00	1.00			
Uniform Delay (d), s/veh	10.8	9.2	0.0	0.0	15.0	13.3	32.1	0.0	34.3			
Incr Delay (d2), s/veh	0.2	0.5	0.0	0.0	0.2	0.2	2.0	0.0	7.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	3.4	0.0	0.0	5.1	1.9	6.4	0.0	8.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.9	9.7	0.0	0.0	15.2	13.5	34.1	0.0	41.4			
LnGrp LOS	B	A	A	A	B	B	C	A	D			
Approach Vol, veh/h		822			960			633				
Approach Delay, s/veh		9.8			14.9			38.0				
Approach LOS		A			B			D				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	11.1	56.9		32.0		68.0			
Change Period (Y+Rc), s	6.0	6.0		5.0		6.0			
Max Green Setting (Gmax), s	14.0	29.0		40.0		49.0			
Max Q Clear Time (g_c+I1), s	5.2	14.1		22.9		12.4			
Green Ext Time (p_c), s	0.1	0.7		4.1		0.6			

Intersection Summary			
HCM 6th Ctrl Delay		19.3	
HCM 6th LOS		B	

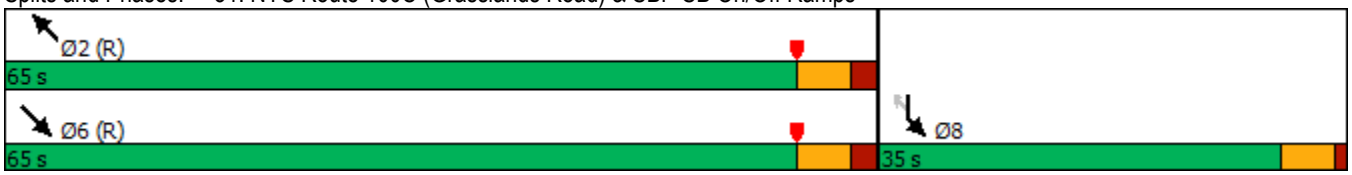


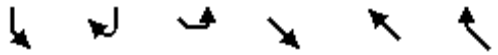
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	179	77	0	1796	717	334
Future Volume (vph)	179	77	0	1796	717	334
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-2%			2%	-5%	
Storage Length (ft)	0	90	0			235
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00					
Frt		0.850				0.850
Flt Protected	0.950					
Satd. Flow (prot)	1823	1615	0	3539	3524	1655
Flt Permitted	0.950					
Satd. Flow (perm)	1822	1615	0	3539	3524	1655
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		89				331
Link Speed (mph)	30			40	40	
Link Distance (ft)	326			294	397	
Travel Time (s)	7.4			5.0	6.8	
Confl. Peds. (#/hr)	1					
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	1%	5%	0%
Adj. Flow (vph)	206	89	0	2064	824	384
Shared Lane Traffic (%)						
Lane Group Flow (vph)	206	89	0	2064	824	384
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.97	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	1
Detector Template						
Leading Detector (ft)	35	35		83	83	35
Trailing Detector (ft)	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				43	43	
Detector 2 Size(ft)				40	40	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm		NA	NA	Free
Protected Phases	8			6	2	
Permitted Phases		8		6	2	Free
Detector Phase	8	8		6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0		2.0	2.0	
Minimum Split (s)	10.0	10.0		8.0	8.0	
Total Split (s)	35.0	35.0		65.0	65.0	
Total Split (%)	35.0%	35.0%		65.0%	65.0%	
Maximum Green (s)	30.0	30.0		59.0	59.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0		0.2	0.2	
Recall Mode	None	None		C-Max	C-Max	
v/c Ratio	0.71	0.27		0.80	0.32	0.23
Control Delay	53.2	9.5		5.2	4.2	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	53.2	9.5		5.2	4.2	0.3
Queue Length 50th (ft)	126	0		124	57	0
Queue Length 95th (ft)	182	36		156	104	0
Internal Link Dist (ft)	246			214	317	
Turn Bay Length (ft)		90				235
Base Capacity (vph)	546	546		2588	2577	1655
Starvation Cap Reductn	0	0		7	0	0
Spillback Cap Reductn	0	6		0	253	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.38	0.16		0.80	0.35	0.23

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 31: NYS Route 100C (Grasslands Road) & SBP SB On/Off Ramps





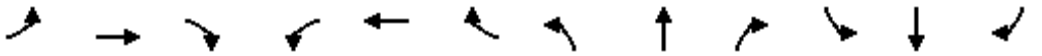
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (veh/h)	179	77	0	1796	717	334
Future Volume (veh/h)	179	77	0	1796	717	334
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1979	1964	0	1862	2022	2097
Adj Flow Rate, veh/h	206	89	0	2064	824	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	1	0	1	5	0
Cap, veh/h	248	219	0	2682	2913	
Arrive On Green	0.13	0.13	0.00	0.76	0.76	0.00
Sat Flow, veh/h	1884	1664	0	3723	3942	1777
Grp Volume(v), veh/h	206	89	0	2064	824	0
Grp Sat Flow(s),veh/h/ln	1884	1664	0	1769	1921	1777
Q Serve(g_s), s	10.7	4.9	0.0	33.9	6.6	0.0
Cycle Q Clear(g_c), s	10.7	4.9	0.0	33.9	6.6	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	248	219	0	2682	2913	
V/C Ratio(X)	0.83	0.41	0.00	0.77	0.28	
Avail Cap(c_a), veh/h	565	499	0	2682	2913	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.55	1.00	0.00
Uniform Delay (d), s/veh	42.3	39.8	0.0	7.0	3.7	0.0
Incr Delay (d2), s/veh	2.8	0.5	0.0	1.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	2.0	0.0	8.8	1.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.1	40.3	0.0	8.2	4.0	0.0
LnGrp LOS	D	D	A	A	A	
Approach Vol, veh/h	295			2064	824	A
Approach Delay, s/veh	43.6			8.2	4.0	
Approach LOS	D			A	A	

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		81.8				81.8	18.2
Change Period (Y+Rc), s		6.0				6.0	5.0
Max Green Setting (Gmax), s		59.0				59.0	30.0
Max Q Clear Time (g_c+I1), s		8.6				35.9	12.7
Green Ext Time (p_c), s		0.7				2.4	0.5

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Notes

Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.



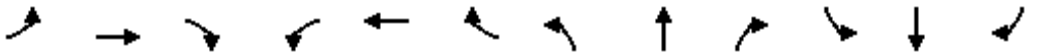
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	1570	1	6	698	90	2	0	3	222	0	93
Future Volume (vph)	39	1570	1	6	698	90	2	0	3	222	0	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12	15	15	15	13	13	13
Grade (%)		0%			1%			0%			-5%	
Storage Length (ft)	130		0	70		0	0		0	0		90
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	86			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt					0.983			0.919				0.850
Flt Protected	0.950			0.950				0.980			0.950	
Satd. Flow (prot)	1612	3574	0	1676	3337	0	0	1569	0	0	1856	1694
Flt Permitted	0.233			0.075				0.914			0.754	
Satd. Flow (perm)	395	3574	0	132	3337	0	0	1463	0	0	1473	1694
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					15			98				35
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		423			294			305			416	
Travel Time (s)		7.2			5.0			6.9			11.3	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	12%	1%	0%	0%	5%	12%	50%	0%	0%	3%	0%	1%
Adj. Flow (vph)	45	1826	1	7	812	105	2	0	3	258	0	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	1827	0	7	917	0	0	5	0	0	258	108
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.10	1.01	1.01	0.88	0.88	0.88	0.93	0.93	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template							Left			Left		
Leading Detector (ft)	35	83		35	83		20	83		20	83	35
Trailing Detector (ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40		20	40		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Minimum Split (s)	8.0	8.0		8.0	8.0		7.0	7.0		7.0	7.0	8.0
Total Split (s)	21.0	59.0		38.0	38.0		41.0	41.0		41.0	41.0	21.0
Total Split (%)	21.0%	59.0%		38.0%	38.0%		41.0%	41.0%		41.0%	41.0%	21.0%
Maximum Green (s)	15.0	53.0		32.0	32.0		36.0	36.0		36.0	36.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0			5.0	6.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	0.2	0.2		0.2	0.2		2.0	2.0		2.0	2.0	0.2
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	None
v/c Ratio	0.15	0.77		0.09	0.48			0.01			0.79	0.20
Control Delay	8.4	15.6		13.5	9.9			0.0			52.9	16.0
Queue Delay	0.0	0.0		0.0	0.3			0.0			0.0	0.0
Total Delay	8.4	15.6		13.5	10.2			0.0			52.9	16.0
Queue Length 50th (ft)	9	373		2	137			0			156	33
Queue Length 95th (ft)	25	550		m9	214			0			209	59
Internal Link Dist (ft)		343			214			225			336	
Turn Bay Length (ft)	130			70								90
Base Capacity (vph)	445	2384		74	1903			589			530	736
Starvation Cap Reductn	0	0		0	363			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.10	0.77		0.09	0.60			0.01			0.49	0.15

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 32: Taylor Road/Woods Road & NYS Route 100C (Grasslands Road)

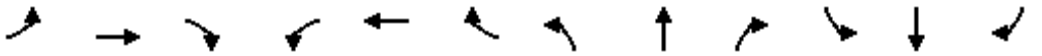




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1570	1	6	698	90	2	0	3	222	0	93
Future Volume (veh/h)	39	1570	1	6	698	90	2	0	3	222	0	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1885	1885	1894	1820	1820	1976	1976	1976	2181	2181	2165
Adj Flow Rate, veh/h	45	1826	1	7	812	105	2	0	3	258	0	108
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	12	1	1	0	5	5	0	0	0	0	0	1
Cap, veh/h	289	2135	1	115	1532	198	66	21	56	365	0	610
Arrive On Green	0.02	0.58	0.58	0.50	0.50	0.50	0.31	0.00	0.31	0.31	0.00	0.31
Sat Flow, veh/h	1640	3674	2	258	3079	398	51	69	181	950	0	1835
Grp Volume(v), veh/h	45	890	937	7	456	461	5	0	0	258	0	108
Grp Sat Flow(s),veh/h/ln	1640	1791	1885	258	1729	1748	302	0	0	950	0	1835
Q Serve(g_s), s	1.3	41.4	41.4	2.3	18.0	18.0	0.1	0.0	0.0	0.0	0.0	4.2
Cycle Q Clear(g_c), s	1.3	41.4	41.4	35.4	18.0	18.0	28.4	0.0	0.0	28.3	0.0	4.2
Prop In Lane	1.00		0.00	1.00		0.23	0.40		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	289	1041	1095	115	860	870	144	0	0	365	0	610
V/C Ratio(X)	0.16	0.86	0.86	0.06	0.53	0.53	0.03	0.00	0.00	0.71	0.00	0.18
Avail Cap(c_a), veh/h	496	1041	1095	115	860	870	222	0	0	450	0	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	17.4	17.4	35.7	17.1	17.1	27.2	0.0	0.0	33.7	0.0	23.7
Incr Delay (d2), s/veh	0.1	9.0	8.6	1.0	2.2	2.2	0.0	0.0	0.0	2.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	17.3	18.1	0.2	7.1	7.2	0.1	0.0	0.0	6.3	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	26.4	26.0	36.6	19.4	19.4	27.2	0.0	0.0	36.2	0.0	23.7
LnGrp LOS	B	C	C	D	B	B	C	A	A	D	A	C
Approach Vol, veh/h		1872			924			5			366	
Approach Delay, s/veh		25.9			19.5			27.2			32.5	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		64.1		35.9	8.4	55.8		35.9				
Change Period (Y+Rc), s		6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s		53.0		36.0	15.0	32.0		36.0				
Max Q Clear Time (g_c+I1), s		43.4		30.3	3.3	37.4		30.4				
Green Ext Time (p_c), s		1.0		0.6	0.0	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			24.8									
HCM 6th LOS			C									



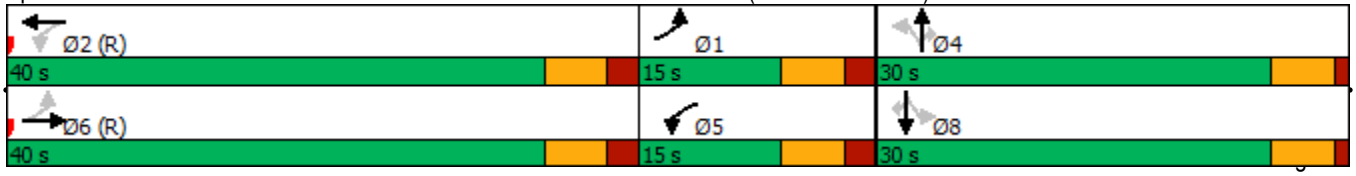
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	954	24	142	552	100	79	27	400	256	13	20
Future Volume (vph)	26	954	24	142	552	100	79	27	400	256	13	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	15
Grade (%)		3%			-2%			2%			0%	
Storage Length (ft)	230		0	255		0	0		190	100		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00				0.98
Frt		0.996			0.977				0.850			0.850
Flt Protected	0.950			0.950				0.964			0.955	
Satd. Flow (prot)	1778	1842	0	1753	1787	0	0	1800	1567	0	1781	1777
Flt Permitted	0.119			0.101				0.447			0.651	
Satd. Flow (perm)	223	1842	0	186	1787	0	0	834	1567	0	1214	1738
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			13				250			116
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		405			402			287			234	
Travel Time (s)		6.9			6.9			6.5			6.4	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	9%	4%	4%	10%	1%	0%	2%	2%	0%	0%
Adj. Flow (vph)	30	1084	27	161	627	114	90	31	455	291	15	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	1111	0	161	741	0	0	121	455	0	306	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	0.99	0.99	0.99	1.01	1.01	1.01	1.00	1.00	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	83
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	-5	-5
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43		43	43			43	43		43	43
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex

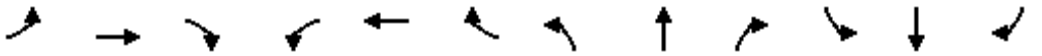
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.0	16.0		9.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	15.0	40.0		15.0	40.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	17.6%	47.1%		17.6%	47.1%		35.3%	35.3%	35.3%	35.3%	35.3%	35.3%
Maximum Green (s)	9.0	34.0		9.0	34.0		25.0	25.0	25.0	25.0	25.0	25.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
v/c Ratio	0.13	1.38		0.67	0.79			0.52	0.74		0.91	0.04
Control Delay	12.1	204.1		39.3	27.8			34.5	20.0		61.6	0.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	12.1	204.1		39.3	27.8			34.5	20.0		61.6	0.1
Queue Length 50th (ft)	7	~845		38	267			52	92		151	0
Queue Length 95th (ft)	17	#1054		#98	#616			105	197		#288	0
Internal Link Dist (ft)		325			322			207			154	
Turn Bay Length (ft)	230			255					190			
Base Capacity (vph)	285	804		274	939			247	640		360	597
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.11	1.38		0.59	0.79			0.49	0.71		0.85	0.04

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 33: Clearbrook Road/Walker Road & NYS Route 100C (Grasslands Road)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	954	24	142	552	100	79	27	400	256	13	20
Future Volume (veh/h)	26	954	24	142	552	100	79	27	400	256	13	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1832	1832	1919	1919	1919	1876	1876	1847	1900	1900	1976
Adj Flow Rate, veh/h	30	1084	27	161	627	114	90	31	0	291	15	23
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	1	1	4	4	4	0	0	2	0	0	0
Cap, veh/h	286	712	18	290	632	115	176	51		473	20	480
Arrive On Green	0.11	0.40	0.40	0.11	0.40	0.40	0.29	0.29	0.00	0.29	0.29	0.29
Sat Flow, veh/h	1759	1780	44	1827	1580	287	357	176	1565	1360	70	1672
Grp Volume(v), veh/h	30	0	1111	161	0	741	121	0	0	306	0	23
Grp Sat Flow(s),veh/h/ln	1759	0	1824	1827	0	1867	533	0	1565	1430	0	1672
Q Serve(g_s), s	0.0	0.0	34.0	3.0	0.0	33.6	5.9	0.0	0.0	0.0	0.0	0.8
Cycle Q Clear(g_c), s	0.0	0.0	34.0	3.0	0.0	33.6	22.4	0.0	0.0	16.5	0.0	0.8
Prop In Lane	1.00		0.02	1.00		0.15	0.74		1.00	0.95		1.00
Lane Grp Cap(c), veh/h	286	0	730	290	0	747	227	0		494	0	480
V/C Ratio(X)	0.10	0.00	1.52	0.55	0.00	0.99	0.53	0.00		0.62	0.00	0.05
Avail Cap(c_a), veh/h	286	0	730	290	0	747	237	0		503	0	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.4	0.0	25.5	34.0	0.0	25.4	35.2	0.0	0.0	27.5	0.0	21.9
Incr Delay (d2), s/veh	0.1	0.0	242.1	1.4	0.0	31.1	0.9	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	62.2	3.0	0.0	19.7	2.5	0.0	0.0	5.7	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	0.0	267.6	35.4	0.0	56.5	36.1	0.0	0.0	29.1	0.0	21.9
LnGrp LOS	C	A	F	D	A	E	D	A		C	A	C
Approach Vol, veh/h		1141			902			121	A		329	
Approach Delay, s/veh		261.5			52.7			36.1			28.6	
Approach LOS		F			D			D			C	

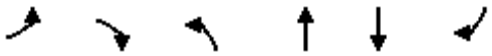
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.6	40.0		29.4	15.6	40.0		29.4				
Change Period (Y+Rc), s	6.0	6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s	9.0	34.0		25.0	9.0	34.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	35.6		24.4	5.0	36.0		18.5				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	0.0		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		144.3
HCM 6th LOS		F

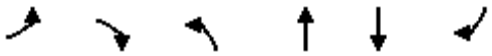
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

YEAR 2024 BUILD TRAFFIC VOLUMES W/ IMPROVEMENTS



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	202	301	102	83	455	379
Future Volume (vph)	202	301	102	83	455	379
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	5%			2%	-1%	
Storage Length (ft)	115	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	86		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.939	
Flt Protected	0.950			0.973		
Satd. Flow (prot)	1709	1406	0	1341	1654	0
Flt Permitted	0.950			0.345		
Satd. Flow (perm)	1709	1406	0	475	1654	0
Right Turn on Red		Yes				No
Satd. Flow (RTOR)		327				
Link Speed (mph)	25			40	40	
Link Distance (ft)	301			870	851	
Travel Time (s)	8.2			14.8	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	12%	40%	22%	8%	1%
Adj. Flow (vph)	220	327	111	90	495	412
Shared Lane Traffic (%)						
Lane Group Flow (vph)	220	327	0	201	907	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	1	2	2	
Detector Template			Left			
Leading Detector (ft)	83	83	20	83	83	
Trailing Detector (ft)	-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	
Detector 2 Size(ft)	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	

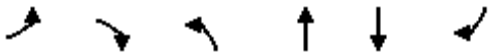


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	
Minimum Split (s)	10.0	10.0	16.0	16.0	16.0	
Total Split (s)	31.0	31.0	69.0	69.0	69.0	
Total Split (%)	31.0%	31.0%	69.0%	69.0%	69.0%	
Maximum Green (s)	26.0	26.0	63.0	63.0	63.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	3.0	3.0	3.0	
Recall Mode	None	None	Min	Min	Min	
v/c Ratio	0.62	0.59		0.68	0.87	
Control Delay	37.4	8.7		23.7	23.1	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	37.4	8.7		23.7	23.1	
Queue Length 50th (ft)	90	0		49	282	
Queue Length 95th (ft)	193	69		#194	#739	
Internal Link Dist (ft)	221			790	771	
Turn Bay Length (ft)	115					
Base Capacity (vph)	661	744		396	1381	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.33	0.44		0.51	0.66	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 73.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: NYS Route 100 (Bradhurst Avenue) & Hospital Road

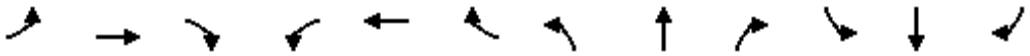




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	202	301	102	83	455	379
Future Volume (veh/h)	202	301	102	83	455	379
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1708	1575	1550	1550	1819	1819
Adj Flow Rate, veh/h	220	327	111	90	495	412
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	12	22	22	8	8
Cap, veh/h	423	347	135	89	578	481
Arrive On Green	0.26	0.26	0.63	0.63	0.63	0.63
Sat Flow, veh/h	1627	1335	126	142	918	764
Grp Volume(v), veh/h	220	327	201	0	0	907
Grp Sat Flow(s),veh/h/ln	1627	1335	268	0	0	1682
Q Serve(g_s), s	11.6	24.0	19.7	0.0	0.0	43.3
Cycle Q Clear(g_c), s	11.6	24.0	63.0	0.0	0.0	43.3
Prop In Lane	1.00	1.00	0.55			0.45
Lane Grp Cap(c), veh/h	423	347	224	0	0	1059
V/C Ratio(X)	0.52	0.94	0.90	0.00	0.00	0.86
Avail Cap(c_a), veh/h	423	347	224	0	0	1059
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	31.7	36.3	35.2	0.0	0.0	14.9
Incr Delay (d2), s/veh	0.5	33.2	33.5	0.0	0.0	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	10.9	7.0	0.0	0.0	15.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.2	69.5	68.7	0.0	0.0	21.9
LnGrp LOS	C	E	E	A	A	C
Approach Vol, veh/h	547			201	907	
Approach Delay, s/veh	54.5			68.7	21.9	
Approach LOS	D			E	C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		69.0		31.0		69.0
Change Period (Y+Rc), s		6.0		5.0		6.0
Max Green Setting (Gmax), s		63.0		26.0		63.0
Max Q Clear Time (g_c+I1), s		65.0		26.0		45.3
Green Ext Time (p_c), s		0.0		0.0		6.0

Intersection Summary	
HCM 6th Ctrl Delay	38.4
HCM 6th LOS	D



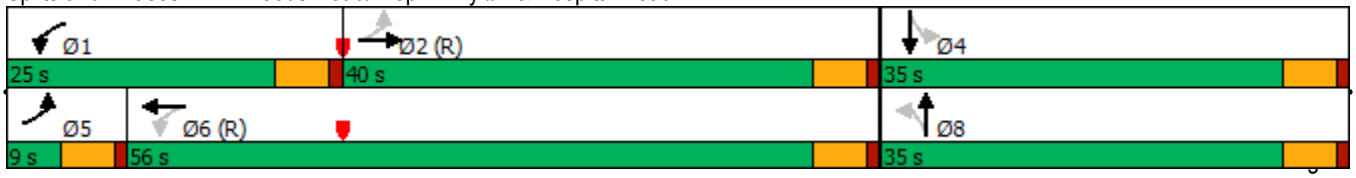
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	166	148	279	540	14	129	5	146	9	3	10
Future Volume (vph)	15	166	148	279	540	14	129	5	146	9	3	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	15	15	15	12	12	12
Grade (%)		3%			-5%			0%			0%	
Storage Length (ft)	90		0	90		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99		1.00				0.98				
Frt		0.929			0.996			0.929			0.938	
Flt Protected	0.950			0.950				0.977			0.980	
Satd. Flow (prot)	1627	1549	0	1710	1920	0	0	1695	0	0	1712	0
Flt Permitted	0.404			0.435				0.841			0.870	
Satd. Flow (perm)	692	1549	0	781	1920	0	0	1455	0	0	1520	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			2			56			11	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		425			240			931			449	
Travel Time (s)		11.6			6.5			25.4			12.2	
Confl. Peds. (#/hr)			2	2			2		2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	9%	13%	1%	1%	2%	18%	2%	4%	2%	2%	2%
Adj. Flow (vph)	16	180	161	303	587	15	140	5	159	10	3	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	341	0	303	602	0	0	304	0	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.02	1.02	1.06	0.97	0.97	0.88	0.88	0.88	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

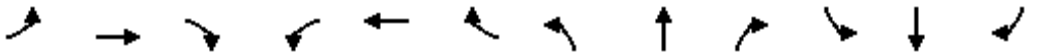
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		14.5	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	9.0	40.0		25.0	56.0		35.0	35.0		35.0	35.0	
Total Split (%)	9.0%	40.0%		25.0%	56.0%		35.0%	35.0%		35.0%	35.0%	
Maximum Green (s)	4.0	35.0		20.0	51.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
v/c Ratio	0.04	0.43		0.47	0.49			0.82			0.07	
Control Delay	6.8	16.6		10.0	13.8			47.4			18.6	
Queue Delay	0.0	0.3		0.0	0.0			0.0			0.0	
Total Delay	6.8	16.9		10.0	13.8			47.4			18.6	
Queue Length 50th (ft)	2	92		69	164			152			6	
Queue Length 95th (ft)	m8	266		135	375			231			25	
Internal Link Dist (ft)		345			160			851			369	
Turn Bay Length (ft)	90			90								
Base Capacity (vph)	429	791		713	1220			475			463	
Starvation Cap Reductn	0	128		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.04	0.51		0.42	0.49			0.64			0.05	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Woods Road/Prop. Drwy #1 & Hospital Road

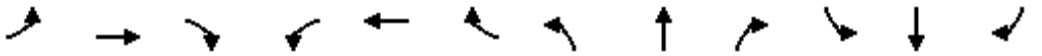




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	166	148	279	540	14	129	5	146	9	3	10
Future Volume (veh/h)	15	166	148	279	540	14	129	5	146	9	3	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1817	1714	1714	2082	2082	2082	1945	1945	1945	1870	1870	1870
Adj Flow Rate, veh/h	16	180	161	303	587	15	140	5	159	10	3	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	9	9	1	1	1	2	2	2	2	2	2
Cap, veh/h	460	449	402	728	1243	32	204	13	181	158	58	139
Arrive On Green	0.01	0.54	0.54	0.09	0.62	0.62	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1731	833	745	1983	2021	52	687	60	819	484	264	633
Grp Volume(v), veh/h	16	0	341	303	0	602	304	0	0	24	0	0
Grp Sat Flow(s),veh/h/ln	1731	0	1578	1983	0	2072	1566	0	0	1380	0	0
Q Serve(g_s), s	0.4	0.0	12.7	6.3	0.0	15.8	17.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	12.7	6.3	0.0	15.8	18.7	0.0	0.0	1.1	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.02	0.46		0.52	0.42		0.46
Lane Grp Cap(c), veh/h	460	0	851	728	0	1275	398	0	0	355	0	0
V/C Ratio(X)	0.03	0.00	0.40	0.42	0.00	0.47	0.76	0.00	0.00	0.07	0.00	0.00
Avail Cap(c_a), veh/h	505	0	851	945	0	1275	521	0	0	469	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.4	0.0	13.6	8.7	0.0	10.4	37.6	0.0	0.0	30.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.4	0.4	0.0	1.3	4.9	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.7	2.6	0.0	7.3	7.7	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	0.0	14.9	9.1	0.0	11.7	42.5	0.0	0.0	30.9	0.0	0.0
LnGrp LOS	B	A	B	A	A	B	D	A	A	C	A	A
Approach Vol, veh/h		357			905			304			24	
Approach Delay, s/veh		14.7			10.8			42.5			30.9	
Approach LOS		B			B			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	58.9		27.0	6.4	66.5		27.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	20.0	35.0		30.0	4.0	51.0		30.0				
Max Q Clear Time (g_c+I1), s	8.3	14.7		3.1	2.4	17.8		20.7				
Green Ext Time (p_c), s	0.7	2.2		0.1	0.0	4.9		1.3				

Intersection Summary			
HCM 6th Ctrl Delay		18.1	
HCM 6th LOS		B	



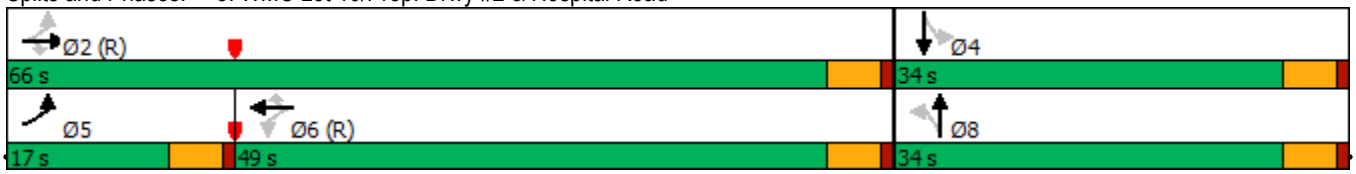
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	181	189	25	65	369	245	7	0	23	118	0	124
Future Volume (vph)	181	189	25	65	369	245	7	0	23	118	0	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	15	12	12	12	12
Grade (%)		2%			-2%			0%			0%	
Storage Length (ft)	200		200	100		200	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.898			0.931	
Flt Protected	0.950			0.950				0.988			0.976	
Satd. Flow (prot)	1752	1726	1567	1787	1863	1599	0	1818	0	0	1693	0
Flt Permitted	0.365			0.629				0.925			0.829	
Satd. Flow (perm)	673	1726	1567	1183	1863	1599	0	1702	0	0	1438	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			27			266		76			76	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		695			425			233			302	
Travel Time (s)		19.0			11.6			5.3			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	9%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	197	205	27	71	401	266	8	0	25	128	0	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	197	205	27	71	401	266	0	33	0	0	263	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.00	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

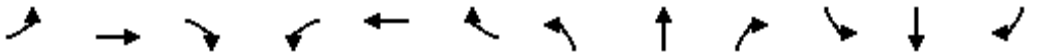
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0		21.0	21.0	
Total Split (s)	17.0	66.0	66.0	49.0	49.0	49.0	34.0	34.0		34.0	34.0	
Total Split (%)	17.0%	66.0%	66.0%	49.0%	49.0%	49.0%	34.0%	34.0%		34.0%	34.0%	
Maximum Green (s)	12.0	61.0	61.0	44.0	44.0	44.0	29.0	29.0		29.0	29.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0			5.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		Max	Max	
Walk Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0		0	0	
v/c Ratio	0.38	0.19	0.03	0.13	0.47	0.30		0.06			0.56	
Control Delay	10.8	9.2	3.0	11.0	15.8	2.2		0.4			26.3	
Queue Delay	0.0	0.0	0.0	0.0	0.6	0.0		0.0			0.0	
Total Delay	10.8	9.2	3.0	11.0	16.3	2.2		0.4			26.3	
Queue Length 50th (ft)	51	53	0	30	193	36		0			99	
Queue Length 95th (ft)	84	87	10	m22	158	1		2			183	
Internal Link Dist (ft)		615			345			153			222	
Turn Bay Length (ft)	200		200	100		200						
Base Capacity (vph)	540	1052	966	542	853	876		547			470	
Starvation Cap Reductn	0	0	0	0	171	0		0			0	
Spillback Cap Reductn	0	0	0	0	0	0		0			0	
Storage Cap Reductn	0	0	0	0	0	0		0			0	
Reduced v/c Ratio	0.36	0.19	0.03	0.13	0.59	0.30		0.06			0.56	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: WMC Lot 10/Prop. Drwy #2 & Hospital Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	189	25	65	369	245	7	0	23	118	0	124
Future Volume (veh/h)	181	189	25	65	369	245	7	0	23	118	0	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1743	1847	1949	1934	1949	1870	1945	1870	1870	1870	1870
Adj Flow Rate, veh/h	197	205	27	71	401	266	8	0	0	128	0	135
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	9	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	564	1063	955	652	938	801	407	0		250	18	225
Arrive On Green	0.07	0.61	0.61	0.97	0.97	0.97	0.29	0.00	0.00	0.29	0.00	0.29
Sat Flow, veh/h	1759	1743	1565	1196	1934	1651	1156	0	0	676	61	777
Grp Volume(v), veh/h	197	205	27	71	401	266	8	0	0	263	0	0
Grp Sat Flow(s),veh/h/ln	1759	1743	1565	1196	1934	1651	1156	0	0	1514	0	0
Q Serve(g_s), s	5.3	5.2	0.7	0.2	1.1	0.7	0.0	0.0	0.0	12.6	0.0	0.0
Cycle Q Clear(g_c), s	5.3	5.2	0.7	0.2	1.1	0.7	0.6	0.0	0.0	14.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	0.49		0.51
Lane Grp Cap(c), veh/h	564	1063	955	652	938	801	407	0		493	0	0
V/C Ratio(X)	0.35	0.19	0.03	0.11	0.43	0.33	0.02	0.00		0.53	0.00	0.00
Avail Cap(c_a), veh/h	644	1063	955	652	938	801	407	0		493	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.0	8.6	7.7	0.8	0.8	0.8	25.4	0.0	0.0	30.3	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.4	0.1	0.3	1.2	1.0	0.0	0.0	0.0	4.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.0	0.2	0.1	0.6	0.4	0.1	0.0	0.0	5.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	9.0	7.8	1.1	2.0	1.7	25.4	0.0	0.0	34.4	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	C	A		C	A	A
Approach Vol, veh/h		429			738			8	A		263	
Approach Delay, s/veh		9.6			1.8			25.4			34.4	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		66.0		34.0	12.5	53.5		34.0				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		61.0		29.0	12.0	44.0		29.0				
Max Q Clear Time (g_c+I1), s		7.2		16.7	7.3	3.1		2.6				
Green Ext Time (p_c), s		1.5		1.2	0.2	4.3		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			10.2									
HCM 6th LOS			B									

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	438	104	106	195	15	161	6	216	14	5	16
Future Volume (vph)	17	438	104	106	195	15	161	6	216	14	5	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	15	15	15	12	12	12
Grade (%)		3%			-5%			0%			0%	
Storage Length (ft)	90		0	90		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99						0.97			0.99	
Frt		0.971			0.989			0.924			0.938	
Flt Protected	0.950			0.950				0.979			0.980	
Satd. Flow (prot)	1627	1714	0	1676	1838	0	0	1749	0	0	1694	0
Flt Permitted	0.616			0.257				0.847			0.836	
Satd. Flow (perm)	1053	1714	0	454	1838	0	0	1502	0	0	1445	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			5			70			17	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		428			240			931			449	
Travel Time (s)		11.7			6.5			25.4			12.2	
Confl. Peds. (#/hr)	1		6	5			6		5			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	19%	3%	5%	2%	10%	2%	3%	2%	2%	2%
Adj. Flow (vph)	18	476	113	115	212	16	175	7	235	15	5	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	589	0	115	228	0	0	417	0	0	37	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.02	1.02	1.06	0.97	0.97	0.88	0.88	0.88	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	21.0		8.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	8.0	51.0		10.0	53.0		39.0	39.0		39.0	39.0	
Total Split (%)	8.0%	51.0%		10.0%	53.0%		39.0%	39.0%		39.0%	39.0%	
Maximum Green (s)	4.0	46.0		6.0	48.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.5	1.0		0.5	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	5.0		4.0	5.0			5.0			5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
v/c Ratio	0.03	0.67		0.32	0.21			0.87			0.09	
Control Delay	9.5	23.1		11.3	12.4			47.3			15.4	
Queue Delay	0.0	1.7		0.0	0.0			0.0			0.0	
Total Delay	9.5	24.8		11.3	12.4			47.3			15.4	
Queue Length 50th (ft)	5	227		28	60			210			9	
Queue Length 95th (ft)	m12	419		58	131			#318			31	
Internal Link Dist (ft)		348			160			851			369	
Turn Bay Length (ft)	90			90								
Base Capacity (vph)	626	879		362	1074			556			502	
Starvation Cap Reductn	0	146		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.03	0.80		0.32	0.21			0.75			0.07	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

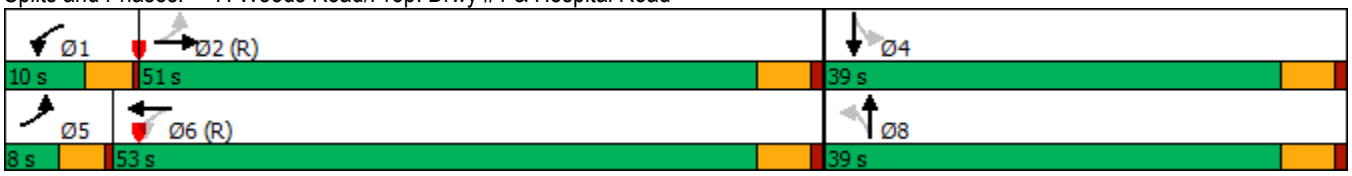
Natural Cycle: 60

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

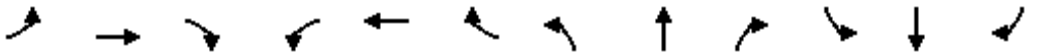
Splits and Phases: 7: Woods Road/Prop. Drwy #1 & Hospital Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	438	104	106	195	15	161	6	216	14	5	16
Future Volume (veh/h)	17	438	104	106	195	15	161	6	216	14	5	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1817	1817	1817	2052	2022	2022	1945	1945	1945	1870	1870	1870
Adj Flow Rate, veh/h	18	476	113	115	212	16	175	7	235	15	5	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	5	5	2	2	2	2	2	2
Cap, veh/h	652	742	176	416	1025	77	236	14	257	183	72	173
Arrive On Green	0.02	0.52	0.52	0.04	0.55	0.55	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1731	1418	337	1954	1856	140	635	48	882	454	245	594
Grp Volume(v), veh/h	18	0	589	115	0	228	417	0	0	37	0	0
Grp Sat Flow(s),veh/h/ln	1731	0	1754	1954	0	1996	1565	0	0	1293	0	0
Q Serve(g_s), s	0.5	0.0	24.1	2.6	0.0	5.8	24.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	24.1	2.6	0.0	5.8	25.7	0.0	0.0	1.6	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.07	0.42		0.56	0.41		0.46
Lane Grp Cap(c), veh/h	652	0	918	416	0	1103	508	0	0	428	0	0
V/C Ratio(X)	0.03	0.00	0.64	0.28	0.00	0.21	0.82	0.00	0.00	0.09	0.00	0.00
Avail Cap(c_a), veh/h	694	0	918	446	0	1103	583	0	0	495	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.00	0.97	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.8	0.0	17.1	13.1	0.0	11.3	34.1	0.0	0.0	25.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	3.3	0.4	0.0	0.4	8.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	10.2	1.1	0.0	2.6	10.8	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.8	0.0	20.4	13.4	0.0	11.7	42.3	0.0	0.0	25.7	0.0	0.0
LnGrp LOS	B	A	C	B	A	B	D	A	A	C	A	A
Approach Vol, veh/h		607			343			417			37	
Approach Delay, s/veh		20.1			12.3			42.3			25.7	
Approach LOS		C			B			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	57.3		34.2	5.6	60.3		34.2				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	46.0		34.0	4.0	48.0		34.0				
Max Q Clear Time (g_c+I1), s	4.6	26.1		3.6	2.5	7.8		27.7				
Green Ext Time (p_c), s	0.0	4.2		0.2	0.0	1.5		1.5				

Intersection Summary			
HCM 6th Ctrl Delay		24.9	
HCM 6th LOS		C	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	220	9	31	194	147	34	0	57	281	0	210
Future Volume (vph)	153	220	9	31	194	147	34	0	57	281	0	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	10	12	12	12	12	12	12
Grade (%)		2%			-2%			0%			0%	
Storage Length (ft)	200		200	100		200	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.915			0.942	
Flt Protected	0.950			0.950				0.982			0.972	
Satd. Flow (prot)	1635	1826	1567	1787	1810	1493	0	1674	0	0	1706	0
Flt Permitted	0.470			0.610				0.781			0.781	
Satd. Flow (perm)	809	1826	1567	1148	1810	1493	0	1331	0	0	1370	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			22			160		76			76	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		700			428			198			302	
Travel Time (s)		19.1			11.7			4.5			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	166	239	10	34	211	160	37	0	62	305	0	228
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	239	10	34	211	160	0	99	0	0	533	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.01	1.01	0.99	0.99	1.08	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

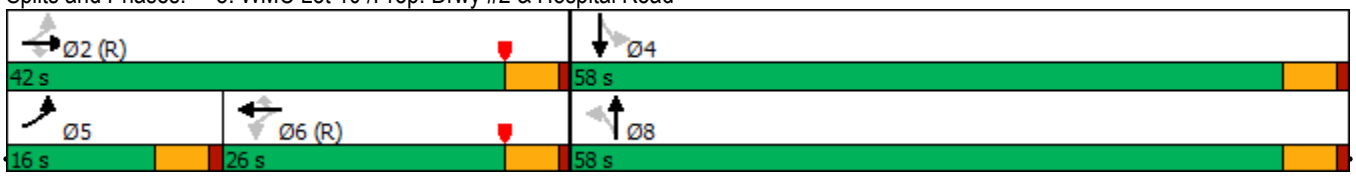
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0		21.0	21.0	
Total Split (s)	16.0	42.0	42.0	26.0	26.0	26.0	58.0	58.0		58.0	58.0	
Total Split (%)	16.0%	42.0%	42.0%	26.0%	26.0%	26.0%	58.0%	58.0%		58.0%	58.0%	
Maximum Green (s)	11.0	37.0	37.0	21.0	21.0	21.0	53.0	53.0		53.0	53.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0			5.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0		0	0	
v/c Ratio	0.35	0.28	0.01	0.09	0.37	0.28		0.16			0.85	
Control Delay	20.6	19.6	3.8	31.7	31.6	10.8		5.1			33.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.6	
Total Delay	20.6	19.6	3.8	31.7	31.6	10.8		5.2			34.5	
Queue Length 50th (ft)	62	93	0	13	96	4		8			251	
Queue Length 95th (ft)	125	173	6	m36	m188	m51		31			341	
Internal Link Dist (ft)		620			348			118			222	
Turn Bay Length (ft)	200		200	100		200						
Base Capacity (vph)	478	860	749	361	569	579		741			761	
Starvation Cap Reductn	0	0	0	0	0	0		0			0	
Spillback Cap Reductn	0	48	0	0	0	0		50			51	
Storage Cap Reductn	0	0	0	0	0	0		0			0	
Reduced v/c Ratio	0.35	0.29	0.01	0.09	0.37	0.28		0.14			0.75	

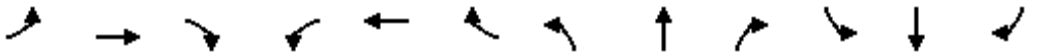
Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: WMC Lot 10 /Prop. Drwy #2 & Hospital Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	220	9	31	194	147	34	0	57	281	0	210
Future Volume (veh/h)	153	220	9	31	194	147	34	0	57	281	0	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1832	1847	1949	1889	1949	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	166	239	10	34	211	160	37	0	0	305	0	228
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	3	2	2	6	2	2	2	2	2	2	2
Cap, veh/h	488	936	800	527	729	638	493	0		391	0	250
Arrive On Green	0.07	0.51	0.51	0.13	0.13	0.13	0.39	0.00	0.00	0.39	0.00	0.39
Sat Flow, veh/h	1759	1832	1565	1178	1889	1651	1082	0	0	860	0	643
Grp Volume(v), veh/h	166	239	10	34	211	160	37	0	0	533	0	0
Grp Sat Flow(s),veh/h/ln	1759	1832	1565	1178	1889	1651	1082	0	0	1503	0	0
Q Serve(g_s), s	5.4	7.3	0.3	2.5	10.1	8.7	0.0	0.0	0.0	31.3	0.0	0.0
Cycle Q Clear(g_c), s	5.4	7.3	0.3	2.5	10.1	8.7	2.2	0.0	0.0	33.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	0.57		0.43
Lane Grp Cap(c), veh/h	488	936	800	527	729	638	493	0		641	0	0
V/C Ratio(X)	0.34	0.26	0.01	0.06	0.29	0.25	0.08	0.00		0.83	0.00	0.00
Avail Cap(c_a), veh/h	550	936	800	527	729	638	655	0		851	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.8	13.8	12.0	27.9	31.2	30.6	19.3	0.0	0.0	28.7	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.7	0.0	0.2	1.0	0.9	0.1	0.0	0.0	5.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	3.2	0.1	0.8	5.3	4.0	0.5	0.0	0.0	12.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	14.4	12.1	28.1	32.2	31.5	19.4	0.0	0.0	34.0	0.0	0.0
LnGrp LOS	B	B	B	C	C	C	B	A		C	A	A
Approach Vol, veh/h		415			405			37	A		533	
Approach Delay, s/veh		15.1			31.6			19.4			34.0	
Approach LOS		B			C			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		56.1		43.9	12.5	43.6		43.9				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		37.0		53.0	11.0	21.0		53.0				
Max Q Clear Time (g_c+I1), s		9.3		35.5	7.4	12.1		4.2				
Green Ext Time (p_c), s		1.5		3.4	0.1	1.3		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			27.3									
HCM 6th LOS			C									

Notes

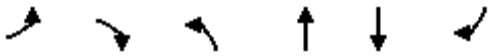
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

NORTH 60

APPENDIX L

PHASE 2 – SYNCHRO ANALYSIS

YEAR 2039 NO-BUILD TRAFFIC VOLUMES



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	33	440	3	204	450	374
Future Volume (vph)	33	440	3	204	450	374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	14
Grade (%)	0%			-1%	6%	
Storage Length (ft)	0	50	0			75
Storage Lanes	1	0	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.874					0.850
Flt Protected	0.997			0.999		
Satd. Flow (prot)	1637	0	0	3346	1691	1562
Flt Permitted	0.997			0.999		
Satd. Flow (perm)	1637	0	0	3346	1691	1562
Link Speed (mph)	30			30	30	
Link Distance (ft)	295			565	540	
Travel Time (s)	6.7			12.8	12.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	1%	33%	8%	9%	7%
Adj. Flow (vph)	36	484	3	224	495	411
Shared Lane Traffic (%)						
Lane Group Flow (vph)	520	0	0	227	495	411
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	0.96
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

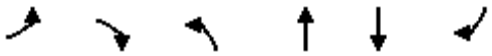
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	440	3	204	450	374
Future Vol, veh/h	33	440	3	204	450	374
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Yield
Storage Length	0	-	-	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-1	6	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	1	33	8	9	7
Mvmt Flow	36	484	3	224	495	411

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	613	-	495	0	-	0
Stage 1	495	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.645	-	4.595	-	-	-
Critical Hdwy Stg 1	5.445	-	-	-	-	-
Critical Hdwy Stg 2	5.845	-	-	-	-	-
Follow-up Hdwy	3.5285	-	2.5135	-	-	-
Pot Cap-1 Maneuver	438	0	901	-	-	-
Stage 1	609	0	-	-	-	-
Stage 2	892	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	436	-	901	-	-	-
Mov Cap-2 Maneuver	436	-	-	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	892	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	901	-	436	-	-
HCM Lane V/C Ratio	0.004	-	0.083	-	-
HCM Control Delay (s)	9	0	14	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	92	207	869	21
Future Volume (vph)	0	0	92	207	869	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	11	11	11	11
Grade (%)	7%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.997	
Flt Protected				0.985		
Satd. Flow (prot)	0	2017	0	1670	1730	0
Flt Permitted				0.985		
Satd. Flow (perm)	0	2017	0	1670	1730	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	707			851	724	
Travel Time (s)	16.1			14.5	12.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	5%	9%	6%	0%
Adj. Flow (vph)	0	0	103	233	976	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	336	1000	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.92	0.92	1.05	1.05	1.04	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

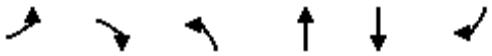
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	92	207	869	21
Future Vol, veh/h	0	0	92	207	869	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	7	-	-	1	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	5	9	6	0
Mvmt Flow	0	0	103	233	976	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	988	1000	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.15	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.245	-	-	-
Pot Cap-1 Maneuver	0	250	681	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	250	681	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	3.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	681	-	-	-	-
HCM Lane V/C Ratio	0.152	-	-	-	-
HCM Control Delay (s)	11.2	0	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-	-

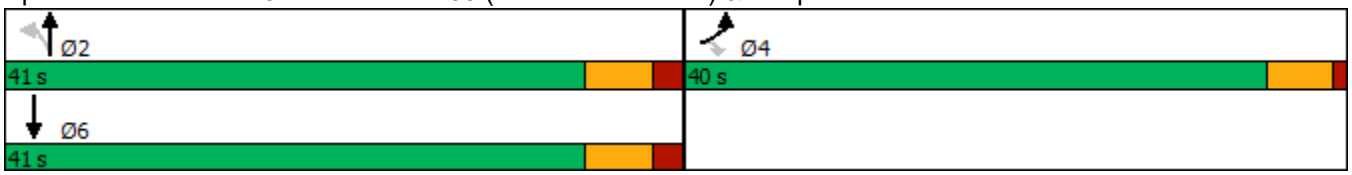


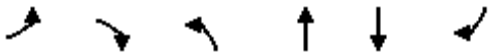
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	216	283	74	83	455	414
Future Volume (vph)	216	283	74	83	455	414
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	5%			2%	-1%	
Storage Length (ft)	115	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	86		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.936	
Flt Protected	0.950			0.977		
Satd. Flow (prot)	1709	1406	0	1362	1651	0
Flt Permitted	0.950			0.381		
Satd. Flow (perm)	1709	1406	0	531	1651	0
Right Turn on Red		Yes				No
Satd. Flow (RTOR)		245				
Link Speed (mph)	25			40	40	
Link Distance (ft)	301			870	851	
Travel Time (s)	8.2			14.8	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	12%	40%	22%	8%	1%
Adj. Flow (vph)	235	308	80	90	495	450
Shared Lane Traffic (%)						
Lane Group Flow (vph)	235	308	0	170	945	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	1	2	2	
Detector Template			Left			
Leading Detector (ft)	83	83	20	83	83	
Trailing Detector (ft)	-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	
Detector 2 Size(ft)	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	
Minimum Split (s)	10.0	10.0	16.0	16.0	16.0	
Total Split (s)	40.0	40.0	41.0	41.0	41.0	
Total Split (%)	49.4%	49.4%	50.6%	50.6%	50.6%	
Maximum Green (s)	35.0	35.0	35.0	35.0	35.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	3.0	3.0	3.0	
Recall Mode	None	None	Min	Min	Min	
v/c Ratio	0.63	0.62		0.54	0.96	
Control Delay	28.7	11.2		17.3	36.9	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	28.7	11.2		17.3	36.9	
Queue Length 50th (ft)	76	18		30	266	
Queue Length 95th (ft)	136	79		#133	#643	
Internal Link Dist (ft)	221			790	771	
Turn Bay Length (ft)	115					
Base Capacity (vph)	1017	935		316	982	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.23	0.33		0.54	0.96	

Intersection Summary	
Area Type:	Other
Cycle Length: 81	
Actuated Cycle Length: 59.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: NYS Route 100 (Bradhurst Avenue) & Hospital Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	216	283	74	83	455	414
Future Volume (veh/h)	216	283	74	83	455	414
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1708	1575	1550	1550	1819	1819
Adj Flow Rate, veh/h	235	308	80	90	495	450
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	12	22	22	8	8
Cap, veh/h	455	374	83	55	481	437
Arrive On Green	0.28	0.28	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1627	1335	0	100	878	798
Grp Volume(v), veh/h	235	308	170	0	0	945
Grp Sat Flow(s),veh/h/ln	1627	1335	100	0	0	1676
Q Serve(g_s), s	7.8	13.8	0.0	0.0	0.0	35.0
Cycle Q Clear(g_c), s	7.8	13.8	35.0	0.0	0.0	35.0
Prop In Lane	1.00	1.00	0.47			0.48
Lane Grp Cap(c), veh/h	455	374	137	0	0	918
V/C Ratio(X)	0.52	0.82	1.24	0.00	0.00	1.03
Avail Cap(c_a), veh/h	891	731	137	0	0	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	21.5	18.5	0.0	0.0	14.4
Incr Delay (d2), s/veh	0.3	1.8	153.8	0.0	0.0	37.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	4.2	6.9	0.0	0.0	19.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.7	23.3	172.3	0.0	0.0	51.9
LnGrp LOS	B	C	F	A	A	F
Approach Vol, veh/h	543			170	945	
Approach Delay, s/veh	21.7			172.3	51.9	
Approach LOS	C			F	D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	41.0	22.9	41.0
Change Period (Y+Rc), s	6.0	5.0	6.0
Max Green Setting (Gmax), s	35.0	35.0	35.0
Max Q Clear Time (g_c+I1), s	37.0	15.8	37.0
Green Ext Time (p_c), s	0.0	2.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.4
HCM 6th LOS	D

Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	49	16	406	332	47	108
Future Volume (vph)	49	16	406	332	47	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	6%		1%			-4%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.939			
Flt Protected	0.950					0.985
Satd. Flow (prot)	1549	1567	1563	0	0	1460
Flt Permitted	0.950					0.985
Satd. Flow (perm)	1549	1567	1563	0	0	1460
Link Speed (mph)	30		40			40
Link Distance (ft)	146		870			216
Travel Time (s)	3.3		14.8			3.7
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	13%	0%	17%	1%	0%	38%
Adj. Flow (vph)	55	18	456	373	53	121
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	18	829	0	0	174
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.05	1.05	1.02	1.02
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	49	16	406	332	47	108
Future Vol, veh/h	49	16	406	332	47	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	6	-	1	-	-	-4
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	13	0	17	1	0	38
Mvmt Flow	55	18	456	373	53	121

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	870	643	0	0	829	0
Stage 1	643	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Critical Hdwy	7.73	6.8	-	-	4.1	-
Critical Hdwy Stg 1	6.73	-	-	-	-	-
Critical Hdwy Stg 2	6.73	-	-	-	-	-
Follow-up Hdwy	3.617	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	231	429	-	-	811	-
Stage 1	406	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	215	429	-	-	811	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	378	-	-	-	-	-
Stage 2	728	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	14.1	0	3
HCM LOS	C		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	811	-	215	429	-	-
HCM Lane V/C Ratio	0.065	-	0.256	0.042	-	-
HCM Control Delay (s)	9.7	0	27.4	13.8	-	-
HCM Lane LOS	A	A	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1	0.1	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	166	0	0	489	413	333
Future Volume (vph)	166	0	0	489	413	333
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	12	12
Grade (%)	5%			-5%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.940	
Flt Protected					0.973	
Satd. Flow (prot)	1789	0	0	1837	1653	0
Flt Permitted					0.973	
Satd. Flow (perm)	1789	0	0	1837	1653	0
Link Speed (mph)	25			25	30	
Link Distance (ft)	322			301	733	
Travel Time (s)	8.8			8.2	16.7	
Confl. Peds. (#/hr)		2	2		2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	0%	0%	6%	0%	8%
Adj. Flow (vph)	175	0	0	515	435	351
Shared Lane Traffic (%)						
Lane Group Flow (vph)	175	0	0	515	786	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.97	0.97	1.02	1.02
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	160.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	166	0	0	489	413	333
Future Vol, veh/h	166	0	0	489	413	333
Conflicting Peds, #/hr	0	2	2	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	3	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	0	0	6	0	8
Mvmt Flow	175	0	0	515	435	351

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	692	177
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	517	-
Critical Hdwy	-	-	-	-	7	6.58
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.5	3.372
Pot Cap-1 Maneuver	-	0	0	-	~ 368	838
Stage 1	-	0	0	-	836	-
Stage 2	-	0	0	-	553	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	~ 367	837
Mov Cap-2 Maneuver	-	-	-	-	~ 367	-
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	552	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	$ 301.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	490	-	-
HCM Lane V/C Ratio	1.603	-	-
HCM Control Delay (s)	$ 301.8	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	43.7	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	166	72	47	855	0	0
Future Volume (vph)	166	72	47	855	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12
Grade (%)	5%			-5%	1%	
Storage Length (ft)		0	115		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			86		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.959					
Flt Protected			0.950			
Satd. Flow (prot)	1610	0	1242	1928	0	1890
Flt Permitted			0.950			
Satd. Flow (perm)	1610	0	1242	1928	0	1890
Link Speed (mph)	25			25	30	
Link Distance (ft)	240			322	1098	
Travel Time (s)	6.5			8.8	25.0	
Confl. Peds. (#/hr)		2	2		2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	6%	44%	1%	0%	0%
Adj. Flow (vph)	180	78	51	929	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	258	0	51	929	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.08	1.08	1.01	0.97	1.01	1.01
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	166	72	47	855	0	0
Future Vol, veh/h	166	72	47	855	0	0
Conflicting Peds, #/hr	0	2	2	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	6	44	1	0	0
Mvmt Flow	180	78	51	929	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	260	0	-	223
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.54	-	-	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.596	-	-	3.3
Pot Cap-1 Maneuver	-	-	1096	-	0	816
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1094	-	-	813
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1094	-
HCM Lane V/C Ratio	-	-	-	0.047	-
HCM Control Delay (s)	0	-	-	8.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	125	41	357	497	0	40	0	114	0	0	0
Future Volume (vph)	0	125	41	357	497	0	40	0	114	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	10	12	12	15	15	15	12	12	12
Grade (%)		3%			-5%			0%			0%	
Storage Length (ft)	0		0	90		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.967						0.900				
Flt Protected				0.950				0.987				
Satd. Flow (prot)	0	1700	0	1710	1928	0	0	1725	0	0	1863	0
Flt Permitted				0.950				0.987				
Satd. Flow (perm)	0	1700	0	1710	1928	0	0	1725	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		418			240			931			449	
Travel Time (s)		11.4			6.5			25.4			12.2	
Confl. Peds. (#/hr)			2	2			2		2			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	9%	13%	1%	1%	2%	18%	2%	4%	2%	2%	2%
Adj. Flow (vph)	0	134	44	384	534	0	43	0	123	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	384	534	0	0	166	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.98	0.98	0.98	1.06	0.97	0.97	0.88	0.88	0.88	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	17.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	125	41	357	497	0	40	0	114	0	0	0
Future Vol, veh/h	0	125	41	357	497	0	40	0	114	0	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	9	13	1	1	2	18	2	4	2	2	2
Mvmt Flow	0	134	44	384	534	0	43	0	123	0	0	0
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	10.3	20.5	11.1	0
HCM LOS	B	C	B	-

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	26%	0%	100%	0%	0%
Vol Thru, %	0%	75%	0%	100%	100%
Vol Right, %	74%	25%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	154	166	357	497	0
LT Vol	40	0	357	0	0
Through Vol	0	125	0	497	0
RT Vol	114	41	0	0	0
Lane Flow Rate	166	178	384	534	0
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.269	0.263	0.605	0.768	0
Departure Headway (Hd)	5.851	5.312	5.678	5.174	6.476
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	611	669	633	695	0
Service Time	3.92	3.394	3.448	2.944	4.476
HCM Lane V/C Ratio	0.272	0.266	0.607	0.768	0
HCM Control Delay	11.1	10.3	16.9	23.1	9.5
HCM Lane LOS	B	B	C	C	N
HCM 95th-tile Q	1.1	1.1	4.1	7.3	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	143	25	65	473	0	7	0	23	0	0	0
Future Volume (vph)	0	143	25	65	473	0	7	0	23	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	15	15	12	15	12	12	12	12
Grade (%)		2%			-2%			0%			0%	
Storage Length (ft)	0		200	100		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.898				
Flt Protected				0.950				0.988				
Satd. Flow (prot)	0	1898	1567	1787	2049	0	0	1818	0	0	1863	0
Flt Permitted				0.950				0.988				
Satd. Flow (perm)	0	1898	1567	1787	2049	0	0	1818	0	0	1863	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		709			418			148			302	
Travel Time (s)		19.3			11.4			3.4			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	9%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	155	27	71	514	0	8	0	25	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	155	27	71	514	0	0	33	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	1.01	0.99	0.87	0.87	1.00	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	143	25	65	473	0	7	0	23	0	0	0
Future Vol, veh/h	0	143	25	65	473	0	7	0	23	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	200	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	9	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	0	155	27	71	514	0	8	0	25	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	514	0	0	182	0	0	811	811	155	825	838	514
Stage 1	-	-	-	-	-	-	155	155	-	656	656	-
Stage 2	-	-	-	-	-	-	656	656	-	169	182	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1052	-	-	1393	-	-	298	313	891	292	302	560
Stage 1	-	-	-	-	-	-	847	769	-	454	462	-
Stage 2	-	-	-	-	-	-	454	462	-	833	749	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1052	-	-	1393	-	-	286	297	891	273	287	560
Mov Cap-2 Maneuver	-	-	-	-	-	-	286	297	-	273	287	-
Stage 1	-	-	-	-	-	-	847	769	-	454	438	-
Stage 2	-	-	-	-	-	-	431	438	-	810	749	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	8.2	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1162	1052	-	-	1393	-	-	-
HCM Lane V/C Ratio	0.028	-	-	-	0.051	-	-	-
HCM Control Delay (s)	8.2	0	-	-	7.7	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.2	-	-	-



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	168	480	0
Future Volume (vph)	0	0	0	168	480	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	15	15
Grade (%)	0%			3%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1889	2060	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1889	2060	0
Link Speed (mph)	30			25	25	
Link Distance (ft)	964			491	709	
Travel Time (s)	21.9			13.4	19.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	9%	3%	2%
Adj. Flow (vph)	0	0	0	183	522	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	183	522	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.90	0.90	0.86	0.86
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	168	480	0
Future Vol, veh/h	0	0	0	168	480	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	3	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	9	3	2
Mvmt Flow	0	0	0	183	522	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	705	522	522	0	-	0
Stage 1	522	-	-	-	-	-
Stage 2	183	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	403	555	1044	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	403	555	1044	-	-	-
Mov Cap-2 Maneuver	403	-	-	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	848	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1044	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	487		964			376
Travel Time (s)	11.1		21.9			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	518		376			355
Travel Time (s)	11.8		8.5			8.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

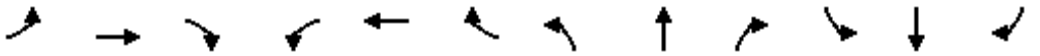
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	602	0	0	1380	13	0	0	0	2	0	2
Future Volume (vph)	13	602	0	0	1380	13	0	0	0	2	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	12	12	12	12	15	12
Grade (%)		-1%			4%			-8%			0%	
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999						0.932	
Flt Protected		0.999									0.976	
Satd. Flow (prot)	0	2814	0	0	2974	0	0	1937	1937	0	1864	0
Flt Permitted		0.999									0.976	
Satd. Flow (perm)	0	2814	0	0	2974	0	0	1937	1937	0	1864	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		613			988			555			176	
Travel Time (s)		9.3			15.0			12.6			4.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	25%	2%	2%	11%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	14	654	0	0	1500	14	0	0	0	2	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	668	0	0	1514	0	0	0	0	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.12	1.12	1.12	0.95	0.95	0.95	1.00	0.88	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

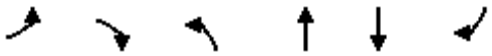
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	13	602	0	0	1380	13	0	0	0	2	0	2
Future Vol, veh/h	13	602	0	0	1380	13	0	0	0	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	4	-	-	-8	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	25	2	2	11	2	2	2	2	2	2	2
Mvmt Flow	14	654	0	0	1500	14	0	0	0	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1514	0	0	654	0	0	1432	2196	327	1862	2189	757
Stage 1	-	-	-	-	-	-	682	682	-	1507	1507	-
Stage 2	-	-	-	-	-	-	750	1514	-	355	682	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.94	4.94	6.14	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	4.94	3.94	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.94	3.94	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	437	-	-	929	-	-	179	118	719	45	45	350
Stage 1	-	-	-	-	-	-	550	607	-	127	182	-
Stage 2	-	-	-	-	-	-	516	354	-	635	448	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	437	-	-	929	-	-	171	112	719	43	43	350
Mov Cap-2 Maneuver	-	-	-	-	-	-	171	112	-	43	43	-
Stage 1	-	-	-	-	-	-	523	577	-	121	182	-
Stage 2	-	-	-	-	-	-	513	354	-	603	426	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	0	54.5
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	437	-	-	929	-	-	77
HCM Lane V/C Ratio	-	-	0.032	-	-	-	-	-	0.056
HCM Control Delay (s)	0	0	13.5	0.3	-	0	-	-	54.5
HCM Lane LOS	A	A	B	A	-	A	-	-	F
HCM 95th %tile Q(veh)	-	-	0.1	-	-	0	-	-	0.2



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	55	56	170	751	7
Future Volume (vph)	8	55	56	170	751	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Grade (%)	-4%			-4%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.882				0.999	
Flt Protected	0.994			0.988		
Satd. Flow (prot)	1645	0	0	1702	1655	0
Flt Permitted	0.994			0.988		
Satd. Flow (perm)	1645	0	0	1702	1655	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	380			540	375	
Travel Time (s)	8.6			12.3	8.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	12%	6%	2%	11%	9%	29%
Adj. Flow (vph)	9	62	63	191	844	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	71	0	0	254	852	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.93	0.93	1.02	1.02	1.07	1.07
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

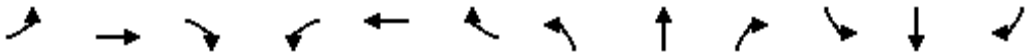
Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	55	56	170	751	7
Future Vol, veh/h	8	55	56	170	751	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-4	-	-	-4	3	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	12	6	2	11	9	29
Mvmt Flow	9	62	63	191	844	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1165	848	852	0	-	0
Stage 1	848	-	-	-	-	-
Stage 2	317	-	-	-	-	-
Critical Hdwy	5.72	5.86	4.12	-	-	-
Critical Hdwy Stg 1	4.72	-	-	-	-	-
Critical Hdwy Stg 2	4.72	-	-	-	-	-
Follow-up Hdwy	3.608	3.354	2.218	-	-	-
Pot Cap-1 Maneuver	266	390	787	-	-	-
Stage 1	487	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	242	390	787	-	-	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	443	-	-	-	-	-
Stage 2	769	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.3	2.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	787	-	362	-	-
HCM Lane V/C Ratio	0.08	-	0.196	-	-
HCM Control Delay (s)	10	0	17.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.7	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	2	4	15	1	2	0	168	5	3	728	1
Future Volume (vph)	2	2	4	15	1	2	0	168	5	3	728	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)		-8%			-3%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.932			0.986			0.996				
Flt Protected		0.988			0.960							
Satd. Flow (prot)	0	1690	0	0	1704	0	0	1656	0	0	1733	0
Flt Permitted		0.988			0.960							
Satd. Flow (perm)	0	1690	0	0	1704	0	0	1656	0	0	1733	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		345			400			127			243	
Travel Time (s)		7.8			9.1			2.9			5.5	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	13%	0%	0%	6%	0%
Adj. Flow (vph)	2	2	4	16	1	2	0	183	5	3	791	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	19	0	0	188	0	0	795	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.07	1.07	1.07	1.02	1.02	1.02	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized

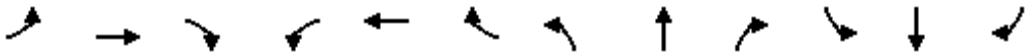
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	4	15	1	2	0	168	5	3	728	1
Future Vol, veh/h	2	2	4	15	1	2	0	168	5	3	728	1
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-8	-	-	-3	-	-	-4	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	0	0	0	0	13	0	0	6	0
Mvmt Flow	2	2	4	16	1	2	0	183	5	3	791	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	986	986	792	987	984	187	792	0	0	188	0	0
Stage 1	798	798	-	186	186	-	-	-	-	-	-	-
Stage 2	188	188	-	801	798	-	-	-	-	-	-	-
Critical Hdwy	5.52	4.9	5.4	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	4.52	3.9	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.52	3.9	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	252	387	468	269	295	874	838	-	-	1398	-	-
Stage 1	541	572	-	846	773	-	-	-	-	-	-	-
Stage 2	885	814	-	435	458	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	249	385	468	264	294	873	838	-	-	1398	-	-
Mov Cap-2 Maneuver	249	385	-	264	294	-	-	-	-	-	-	-
Stage 1	541	570	-	846	773	-	-	-	-	-	-	-
Stage 2	881	814	-	428	456	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.9	18.4	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	838	-	-	411	288	1398	-	-
HCM Lane V/C Ratio	-	-	-	0.021	0.068	0.002	-	-
HCM Control Delay (s)	0	-	-	13.9	18.4	7.6	0	-
HCM Lane LOS	A	-	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	9	2	140	9	11	0	120	61	51	608	5
Future Volume (vph)	2	9	2	140	9	11	0	120	61	51	608	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)		-10%			1%			-4%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.990			0.955			0.999	
Flt Protected		0.993			0.958						0.996	
Satd. Flow (prot)	0	1682	0	0	1386	0	0	1646	0	0	1699	0
Flt Permitted		0.993			0.958						0.996	
Satd. Flow (perm)	0	1682	0	0	1386	0	0	1646	0	0	1699	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		384			403			243			1071	
Travel Time (s)		8.7			9.2			5.5			24.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	11%	0%	23%	11%	0%	0%	7%	12%	6%	6%	0%
Adj. Flow (vph)	2	10	2	161	10	13	0	138	70	59	699	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	184	0	0	208	0	0	764	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.10	1.10	1.10	1.02	1.02	1.02	1.07	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	17.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	9	2	140	9	11	0	120	61	51	608	5
Future Vol, veh/h	2	9	2	140	9	11	0	120	61	51	608	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-10	-	-	1	-	-	-4	-	-	3	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	11	0	23	11	0	0	7	12	6	6	0
Mvmt Flow	2	10	2	161	10	13	0	138	70	59	699	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1005	1028	702	999	996	173	705	0	0	208	0	0
Stage 1	820	820	-	173	173	-	-	-	-	-	-	-
Stage 2	185	208	-	826	823	-	-	-	-	-	-	-
Critical Hdwy	5.1	4.61	5.2	7.53	6.81	6.3	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	4.1	3.61	-	6.53	5.81	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.1	3.61	-	6.53	5.81	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.099	3.3	3.707	4.099	3.3	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	188	400	537	192	223	872	902	-	-	1339	-	-
Stage 1	587	594	-	775	732	-	-	-	-	-	-	-
Stage 2	910	801	-	322	359	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	148	371	537	177	207	872	902	-	-	1339	-	-
Mov Cap-2 Maneuver	148	371	-	177	207	-	-	-	-	-	-	-
Stage 1	587	551	-	775	732	-	-	-	-	-	-	-
Stage 2	884	801	-	292	333	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.7	109.5	0	0.6
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	902	-	-	385	189	1339	-	-
HCM Lane V/C Ratio	-	-	-	0.039	0.973	0.044	-	-
HCM Control Delay (s)	0	-	-	14.7	109.5	7.8	0	-
HCM Lane LOS	A	-	-	B	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	8	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	94	6	53	78	0	586
Future Volume (vph)	94	6	53	78	0	586
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Grade (%)	7%		-10%			4%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992		0.920			
Flt Protected	0.955					
Satd. Flow (prot)	1521	0	1651	0	0	1832
Flt Permitted	0.955					
Satd. Flow (perm)	1521	0	1651	0	0	1832
Link Speed (mph)	30		30			30
Link Distance (ft)	502		1071			320
Travel Time (s)	11.4		24.3			7.3
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	11%	0%	11%	5%	0%	5%
Adj. Flow (vph)	115	7	65	95	0	715
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	0	160	0	0	715
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	0.98	0.98	0.98	0.98
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	94	6	53	78	0	586
Future Vol, veh/h	94	6	53	78	0	586
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	7	-	-10	-	-	4
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	11	0	11	5	0	5
Mvmt Flow	115	7	65	95	0	715

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	828	113	0	0	160	0
Stage 1	113	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Critical Hdwy	7.91	6.9	-	-	4.1	-
Critical Hdwy Stg 1	6.91	-	-	-	-	-
Critical Hdwy Stg 2	6.91	-	-	-	-	-
Follow-up Hdwy	3.599	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	238	925	-	-	1432	-
Stage 1	852	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	238	925	-	-	1432	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	355	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.6	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	249	1432	-
HCM Lane V/C Ratio	-	-	0.49	-	-
HCM Control Delay (s)	-	-	32.6	0	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	2.5	0	-

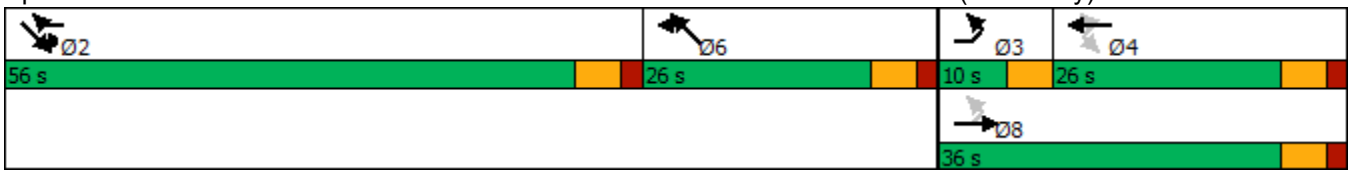
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	87	1	15	97	311	806	9	6	1	39	33
Future Volume (vph)	0	87	1	15	97	311	806	9	6	1	39	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	13	11	12	12	12	14	14	14
Grade (%)		-5%			0%			0%			-4%	
Storage Length (ft)	0		0	0		60	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.999			0.938	
Flt Protected					0.993			0.953			0.999	
Satd. Flow (prot)	0	1854	0	0	1793	1419	0	1708	0	0	1817	0
Flt Permitted					0.953			0.953			0.999	
Satd. Flow (perm)	0	1854	0	0	1721	1419	0	1708	0	0	1817	0
Right Turn on Red			No			No			No			Yes
Satd. Flow (RTOR)											31	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		502			183			594			399	
Travel Time (s)		11.4			4.2			13.5			9.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	5%	0%	7%	9%	10%	6%	0%	0%	100%	5%	6%
Adj. Flow (vph)	0	97	1	17	108	346	896	10	7	1	43	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	125	346	0	913	0	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.96	0.96	1.04	1.00	1.00	1.00	0.89	0.89	0.89
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83	35	20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5	-5	0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5	-5	0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40	40	20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Turn Type		NA		Perm	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	3	8			4	2	2	2		6	6	
Permitted Phases	8			4		4						
Detector Phase	3	8		4	4	2	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	10.0	36.0		26.0	26.0	56.0	56.0	56.0		26.0	26.0	
Total Split (%)	8.5%	30.5%		22.0%	22.0%	47.5%	47.5%	47.5%		22.0%	22.0%	
Maximum Green (s)	6.0	30.0		20.0	20.0	50.0	50.0	50.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0	3.0	3.0	3.0		2.0	2.0	
Recall Mode	None	None		Max	Max	None	None	None		None	None	
v/c Ratio		0.29			0.34	0.29		0.99			0.47	
Control Delay		35.1			35.5	3.4		52.3			37.4	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		35.1			35.5	3.4		52.3			37.4	
Queue Length 50th (ft)		50			65	42		~555			29	
Queue Length 95th (ft)		98			122	84		#868			75	
Internal Link Dist (ft)		422			103			514			319	
Turn Bay Length (ft)						60						
Base Capacity (vph)		598			370	1182		919			415	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.16			0.34	0.29		0.99			0.20	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 93.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 17: Memorial Drive & Bradhurst Avenue & NYS Route 141 (Broadway)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	87	1	15	97	311	806	9	6	1	39	33
Future Volume (veh/h)	0	87	1	15	97	311	806	9	6	1	39	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2022	2022	2022	1837	1837	1752	1900	1900	1900	2062	2062	2062
Adj Flow Rate, veh/h	0	97	1	17	108	346	896	10	7	1	43	37
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	9	9	10	0	0	0	5	5	5
Cap, veh/h	33	555	6	71	364	1108	936	10	7	1	58	50
Arrive On Green	0.00	0.22	0.22	0.22	0.22	0.22	0.53	0.53	0.53	0.06	0.06	0.06
Sat Flow, veh/h	0	1997	21	121	1663	1485	1775	20	14	24	1011	870
Grp Volume(v), veh/h	0	0	98	125	0	346	913	0	0	81	0	0
Grp Sat Flow(s),veh/h/ln	0	0	2018	1784	0	1485	1809	0	0	1904	0	0
Q Serve(g_s), s	0.0	0.0	4.0	0.0	0.0	7.1	44.1	0.0	0.0	3.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	4.0	5.2	0.0	7.1	44.1	0.0	0.0	3.8	0.0	0.0
Prop In Lane	0.00		0.01	0.14		1.00	0.98		0.01	0.01		0.46
Lane Grp Cap(c), veh/h	0	0	0	435	0	1108	954	0	0	109	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.29	0.00	0.31	0.96	0.00	0.00	0.74	0.00	0.00
Avail Cap(c_a), veh/h	0	0	0	435	0	1108	989	0	0	416	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	30.0	0.0	3.8	20.6	0.0	0.0	42.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.7	0.0	0.7	18.8	0.0	0.0	3.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.5	0.0	7.9	21.8	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	31.6	0.0	4.6	39.4	0.0	0.0	46.2	0.0	0.0
LnGrp LOS	A	A	A	C	A	A	D	A	A	D	A	A
Approach Vol, veh/h		98			471			913			81	
Approach Delay, s/veh		0.0			11.8			39.4			46.2	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	54.3	26.0	11.2	26.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	50.0	20.0	20.0	30.0
Max Q Clear Time (g_c+I1), s	46.1	9.1	5.8	6.0
Green Ext Time (p_c), s	2.2	1.0	0.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	317	609	123	423	0	0
Future Volume (vph)	317	609	123	423	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	15	15
Grade (%)	-1%			-2%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.911					
Flt Protected				0.989		
Satd. Flow (prot)	1624	0	0	1988	0	2132
Flt Permitted				0.989		
Satd. Flow (perm)	1624	0	0	1988	0	2132
Link Speed (mph)	30			30	30	
Link Distance (ft)	183			641	431	
Travel Time (s)	4.2			14.6	9.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	17%	2%	2%	10%	0%	0%
Adj. Flow (vph)	356	684	138	475	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1040	0	0	613	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.84	0.84	0.86	0.86
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	317	609	123	423	0	0
Future Vol, veh/h	317	609	123	423	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-2	-4	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	17	2	2	10	0	0
Mvmt Flow	356	684	138	475	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1040	0	-	698
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	5.8
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.3
Pot Cap-1 Maneuver	-	-	669	-	0	480
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	669	-	-	480
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	0
HCM LOS			A

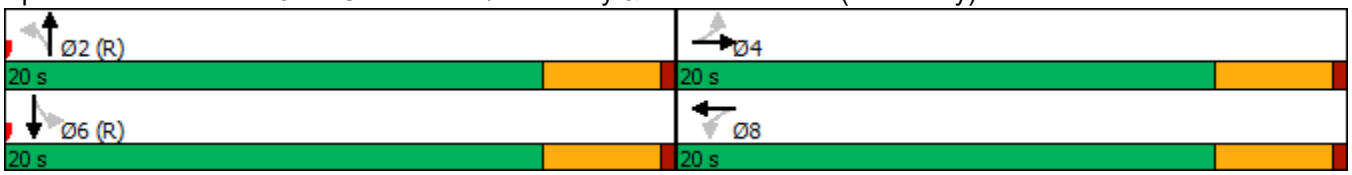
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	669	-
HCM Lane V/C Ratio	-	-	-	0.207	-
HCM Control Delay (s)	0	-	-	11.8	0
HCM Lane LOS	A	-	-	B	A
HCM 95th %tile Q(veh)	-	-	-	0.8	-

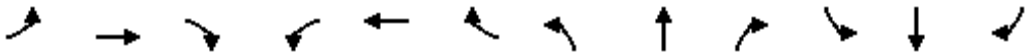
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	220	29	13	390	35	128	35	175	16	0	27
Future Volume (vph)	67	220	29	13	390	35	128	35	175	16	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	16	16	16	16	16	16
Grade (%)		1%			-5%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.987			0.989			0.930			0.916	
Flt Protected		0.989			0.998			0.981			0.981	
Satd. Flow (prot)	0	1656	0	0	1835	0	0	1771	0	0	1743	0
Flt Permitted		0.866			0.986			0.868			0.861	
Satd. Flow (perm)	0	1450	0	0	1813	0	0	1567	0	0	1529	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			13			160			28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		641			362			242			222	
Travel Time (s)		14.6			8.2			5.5			5.0	
Confl. Peds. (#/hr)			1	1					3	3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	19%	7%	0%	9%	3%	2%	0%	16%	13%	0%	8%
Adj. Flow (vph)	71	232	31	14	411	37	135	37	184	17	0	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	334	0	0	462	0	0	356	0	0	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.85	0.85	0.85	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.57			0.63			0.49			0.07	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		13.5			14.1			7.7			5.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.5			14.1			7.7			5.0	
Queue Length 50th (ft)		51			75			28			2	
Queue Length 95th (ft)		109			145			74			14	
Internal Link Dist (ft)		561			282			162			142	
Turn Bay Length (ft)												
Base Capacity (vph)		589			733			722			628	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.57			0.63			0.49			0.07	

Intersection Summary	
Area Type:	Other
Cycle Length: 40	
Actuated Cycle Length: 40	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Pretimed	

Splits and Phases: 19: W Cross Street/Broadway & NYS Route 141 (Broadway)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	220	29	13	390	35	128	35	175	16	0	27
Future Volume (veh/h)	67	220	29	13	390	35	128	35	175	16	0	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1677	1677	1677	2040	2040	2040	1970	1970	1970	1952	1952	1952
Adj Flow Rate, veh/h	71	232	31	14	411	37	135	37	184	17	0	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	19	19	9	9	9	0	0	0	0	0	0
Cap, veh/h	187	465	55	101	726	64	318	123	339	313	53	398
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.00	0.40
Sat Flow, veh/h	194	1161	139	21	1815	160	485	307	848	471	133	996
Grp Volume(v), veh/h	334	0	0	462	0	0	356	0	0	45	0	0
Grp Sat Flow(s),veh/h/ln	1494	0	0	1996	0	0	1640	0	0	1600	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.1	0.0	0.0	7.2	0.0	0.0	6.4	0.0	0.0	0.6	0.0	0.0
Prop In Lane	0.21		0.09	0.03		0.08	0.38		0.52	0.38		0.62
Lane Grp Cap(c), veh/h	707	0	0	891	0	0	780	0	0	764	0	0
V/C Ratio(X)	0.47	0.00	0.00	0.52	0.00	0.00	0.46	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	707	0	0	891	0	0	780	0	0	764	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.0	0.0	0.0	9.3	0.0	0.0	9.0	0.0	0.0	7.4	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0	2.2	0.0	0.0	1.9	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	2.8	0.0	0.0	2.1	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.3	0.0	0.0	11.5	0.0	0.0	11.0	0.0	0.0	7.5	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		334			462			356			45	
Approach Delay, s/veh		11.3			11.5			11.0			7.5	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.0	20.0	20.0	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	16.0	16.0	16.0
Max Q Clear Time (g_c+I1), s	8.4	8.1	2.6	9.2
Green Ext Time (p_c), s	1.2	1.2	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	36	3	27	1	602	32	2	1397	2
Future Volume (vph)	0	0	0	36	3	27	1	602	32	2	1397	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	11	11	11	11	11	11
Grade (%)		4%			-10%			0%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt					0.945			0.992				
Flt Protected					0.973							
Satd. Flow (prot)	0	2110	0	0	1834	0	0	2748	0	0	3160	0
Flt Permitted					0.973							
Satd. Flow (perm)	0	2110	0	0	1834	0	0	2748	0	0	3160	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		196			421			1159			795	
Travel Time (s)		4.5			9.6			17.6			12.0	
Confl. Peds. (#/hr)	1		1				1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	27%	7%	0%	11%	0%
Adj. Flow (vph)	0	0	0	40	3	30	1	662	35	2	1535	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	73	0	0	698	0	0	1539	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.87	0.87	0.87	0.94	0.94	0.94	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	36	3	27	1	602	32	2	1397	2
Future Vol, veh/h	0	0	0	36	3	27	1	602	32	2	1397	2
Conflicting Peds, #/hr	1	0	1	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	-10	-	-	0	-	-	-1	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	27	7	0	11	0
Mvmt Flow	0	0	0	40	3	30	1	662	35	2	1535	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1877	2240	771	1455	2224	350	1538	0	0	697	0	0
Stage 1	1541	1541	-	682	682	-	-	-	-	-	-	-
Stage 2	336	699	-	773	1542	-	-	-	-	-	-	-
Critical Hdwy	8.3	7.3	7.3	5.5	4.5	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.3	6.3	-	4.5	3.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.3	6.3	-	4.5	3.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	30	26	319	208	151	719	438	-	-	909	-	-
Stage 1	87	127	-	600	661	-	-	-	-	-	-	-
Stage 2	610	381	-	557	420	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	28	25	318	205	148	718	438	-	-	909	-	-
Mov Cap-2 Maneuver	28	25	-	205	148	-	-	-	-	-	-	-
Stage 1	87	125	-	598	658	-	-	-	-	-	-	-
Stage 2	579	379	-	548	413	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	22	0	0.1
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	438	-	-	-	283	909	-	-
HCM Lane V/C Ratio	0.003	-	-	-	0.256	0.002	-	-
HCM Control Delay (s)	13.2	0	-	0	22	9	0.1	-
HCM Lane LOS	B	A	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1	0	-	-

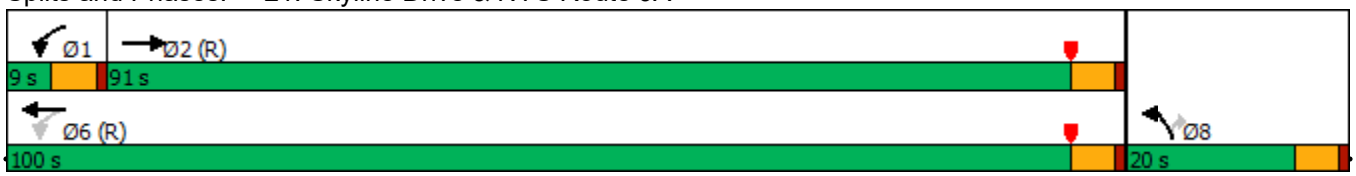
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	574	164	253	1129	36	41
Future Volume (vph)	574	164	253	1129	36	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Grade (%)	1%			0%	-7%	
Storage Length (ft)		0	0		0	60
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00	
Frt	0.967					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	2770	0	1728	1625	1668	1592
Flt Permitted			0.313		0.950	
Satd. Flow (perm)	2770	0	569	1625	1664	1592
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	77					45
Link Speed (mph)	45			45	30	
Link Distance (ft)	1261			613	366	
Travel Time (s)	19.1			9.3	8.3	
Confl. Peds. (#/hr)					1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	27%	1%	1%	13%	12%	5%
Adj. Flow (vph)	624	178	275	1227	39	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	802	0	275	1227	39	45
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.05	1.05	1.04	1.04	0.96	0.96
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	20.0		9.0	20.0	20.0	20.0
Total Split (s)	91.0		9.0	100.0	20.0	20.0
Total Split (%)	75.8%		7.5%	83.3%	16.7%	16.7%
Maximum Green (s)	86.0		4.0	95.0	15.0	15.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Min		None	C-Min	Min	Min
v/c Ratio	0.39		0.49	0.89	0.34	0.30
Control Delay	2.7		4.9	16.8	60.4	19.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	2.7		4.9	16.8	60.4	19.8
Queue Length 50th (ft)	24		28	427	29	0
Queue Length 95th (ft)	31		52	#1162	65	37
Internal Link Dist (ft)	1181			533	286	
Turn Bay Length (ft)						60
Base Capacity (vph)	2062		561	1377	208	238
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.39		0.49	0.89	0.19	0.19

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Skyline Drive & NYS Route 9A



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	574	164	253	1129	36	41
Future Volume (veh/h)	574	164	253	1129	36	41
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1494	1494	1885	1707	1995	2100
Adj Flow Rate, veh/h	624	178	275	1227	39	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	27	27	1	13	12	5
Cap, veh/h	1742	496	611	1492	81	76
Arrive On Green	0.80	0.80	0.03	0.87	0.04	0.04
Sat Flow, veh/h	2255	621	1795	1707	1900	1780
Grp Volume(v), veh/h	406	396	275	1227	39	45
Grp Sat Flow(s),veh/h/ln	1419	1382	1795	1707	1900	1780
Q Serve(g_s), s	9.7	9.7	3.3	38.6	2.4	3.0
Cycle Q Clear(g_c), s	9.7	9.7	3.3	38.6	2.4	3.0
Prop In Lane		0.45	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1134	1105	611	1492	81	76
V/C Ratio(X)	0.36	0.36	0.45	0.82	0.48	0.59
Avail Cap(c_a), veh/h	1134	1105	611	1492	238	222
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.4	3.4	2.6	3.4	56.2	56.4
Incr Delay (d2), s/veh	0.8	0.8	0.5	5.2	4.4	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.0	0.6	5.0	1.3	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.2	4.2	3.1	8.6	60.6	63.7
LnGrp LOS	A	A	A	A	E	E
Approach Vol, veh/h	802			1502	84	
Approach Delay, s/veh	4.2			7.6	62.2	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.0	100.9				109.9	10.1
Change Period (Y+Rc), s	5.0	5.0				5.0	5.0
Max Green Setting (Gmax), s	4.0	86.0				95.0	15.0
Max Q Clear Time (g_c+I1), s	5.3	11.7				40.6	5.0
Green Ext Time (p_c), s	0.0	5.5				16.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

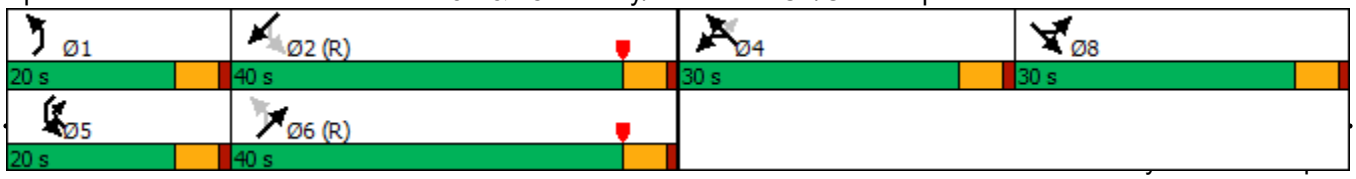
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	306	26	92	40	11	21	87	480	42	57	1022	12
Future Volume (vph)	306	26	92	40	11	21	87	480	42	57	1022	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	11	11	11	11	11	11
Grade (%)		5%			-9%			-1%			-1%	
Storage Length (ft)	150		0	100		60	230		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00				0.99						
Frt		0.933				0.850		0.988			0.998	
Flt Protected	0.950	0.979		0.950	0.972		0.950			0.950		
Satd. Flow (prot)	1530	1487	0	1732	1772	1631	1670	2674	0	1719	3022	0
Flt Permitted	0.950	0.979		0.950	0.972		0.156			0.415		
Satd. Flow (perm)	1528	1487	0	1732	1772	1610	274	2674	0	751	3022	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				64		8			1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		211			341			3169			1261	
Travel Time (s)		4.8			7.8			48.0			19.1	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	5%	32%	2%	2%	16%	0%
Adj. Flow (vph)	333	28	100	43	12	23	95	522	46	62	1111	13
Shared Lane Traffic (%)	29%			37%								
Lane Group Flow (vph)	236	225	0	27	28	23	95	568	0	62	1124	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.13	1.13	1.13	0.99	0.99	0.99	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template												
Leading Detector (ft)	35	83		35	83	35	35	83		35	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4	5	1	6		5	2	
Permitted Phases						4	6			2		
Detector Phase	8	8		4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	20.0	20.0	40.0		20.0	40.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%	16.7%	16.7%	33.3%		16.7%	33.3%	
Maximum Green (s)	25.0	25.0		25.0	25.0	15.0	15.0	35.0		15.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
v/c Ratio	0.80	0.72		0.28	0.29	0.10	0.36	0.38		0.13	0.69	
Control Delay	64.9	51.7		61.3	61.3	1.0	14.5	18.1		9.0	22.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	64.9	51.7		61.3	61.3	1.0	14.5	18.1		9.0	22.2	
Queue Length 50th (ft)	185	150		21	22	0	27	129		11	312	
Queue Length 95th (ft)	261	226		53	54	0	63	217		m19	m#556	
Internal Link Dist (ft)		131			261			3089			1181	
Turn Bay Length (ft)	150			100		60	230			150		
Base Capacity (vph)	338	352		360	369	332	350	1511		601	1618	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.70	0.64		0.07	0.08	0.07	0.27	0.38		0.10	0.69	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: NYS Route 9A & 1824 Drwy/SMRP NB On/Off Ramps



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	306	26	92	40	11	21	87	480	42	57	1022	12
Future Volume (veh/h)	306	26	92	40	11	21	87	480	42	57	1022	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1753	1753	2254	2254	2254	1864	1459	1459	1909	1699	1699
Adj Flow Rate, veh/h	230	171	100	28	34	23	95	522	46	62	1111	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	0	0	0	0	5	32	32	2	16	16
Cap, veh/h	300	189	111	84	88	144	306	1482	130	528	1867	22
Arrive On Green	0.18	0.18	0.18	0.04	0.04	0.04	0.04	0.57	0.57	0.04	0.57	0.57
Sat Flow, veh/h	1641	1036	606	2147	2254	1896	1776	2578	227	1818	3268	38
Grp Volume(v), veh/h	230	0	271	28	34	23	95	280	288	62	549	575
Grp Sat Flow(s),veh/h/ln	1641	0	1642	2147	2254	1896	1776	1386	1418	1818	1614	1692
Q Serve(g_s), s	16.0	0.0	19.4	1.5	1.8	1.4	2.6	12.9	13.0	1.7	26.5	26.5
Cycle Q Clear(g_c), s	16.0	0.0	19.4	1.5	1.8	1.4	2.6	12.9	13.0	1.7	26.5	26.5
Prop In Lane	1.00		0.37	1.00		1.00	1.00		0.16	1.00		0.02
Lane Grp Cap(c), veh/h	300	0	300	84	88	144	306	797	815	528	922	967
V/C Ratio(X)	0.77	0.00	0.90	0.33	0.38	0.16	0.31	0.35	0.35	0.12	0.59	0.59
Avail Cap(c_a), veh/h	342	0	342	447	470	465	457	797	815	689	922	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.37	0.37	0.37
Uniform Delay (d), s/veh	46.6	0.0	48.0	56.1	56.2	51.9	13.2	13.6	13.6	10.3	16.7	16.7
Incr Delay (d2), s/veh	7.3	0.0	22.6	0.9	1.0	0.2	0.2	1.2	1.2	0.0	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.0	9.8	0.8	1.0	0.7	1.0	4.0	4.1	0.6	9.2	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.9	0.0	70.6	57.0	57.3	52.1	13.4	14.8	14.8	10.3	17.8	17.7
LnGrp LOS	D	A	E	E	E	D	B	B	B	B	B	B
Approach Vol, veh/h		501			85			663			1186	
Approach Delay, s/veh		62.9			55.8			14.6			17.3	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	73.6		9.7	9.4	74.0		26.9				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	35.0		25.0	15.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	4.6	28.5		3.8	3.7	15.0		21.4				
Green Ext Time (p_c), s	0.1	3.2		0.1	0.0	2.7		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	53	14	615	263	81	1075
Future Volume (vph)	53	14	615	263	81	1075
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		-5%			5%
Storage Length (ft)	0	210		260	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950					0.996
Satd. Flow (prot)	1721	1663	2839	1554	0	2969
Flt Permitted	0.950					0.996
Satd. Flow (perm)	1721	1663	2839	1554	0	2969
Link Speed (mph)	30		45			45
Link Distance (ft)	390		1407			3169
Travel Time (s)	8.9		21.3			48.0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	8%	0%	26%	3%	3%	15%
Adj. Flow (vph)	54	14	628	268	83	1097
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	14	628	268	0	1180
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.01	1.01	1.08	1.08
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	53	14	615	263	81	1075
Future Vol, veh/h	53	14	615	263	81	1075
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	210	-	260	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-6	-	-5	-	-	5
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	8	0	26	3	3	15
Mvmt Flow	54	14	628	268	83	1097

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1343	314	0	0	628	0
Stage 1	628	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Critical Hdwy	5.76	6.3	-	-	4.16	-
Critical Hdwy Stg 1	4.76	-	-	-	-	-
Critical Hdwy Stg 2	4.76	-	-	-	-	-
Follow-up Hdwy	3.58	3.3	-	-	2.23	-
Pot Cap-1 Maneuver	213	725	-	-	943	-
Stage 1	589	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	165	725	-	-	943	-
Mov Cap-2 Maneuver	165	-	-	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	546	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.5	0	1.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	165	725	943	-
HCM Lane V/C Ratio	-	-	0.328	0.02	0.088	-
HCM Control Delay (s)	-	-	37.1	10.1	9.2	0.9
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	1.3	0.1	0.3	-

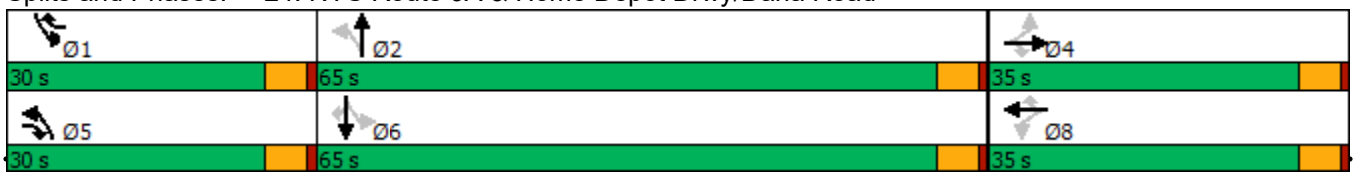
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	36	122	53	20	99	142	708	128	208	852	95
Future Volume (vph)	66	36	122	53	20	99	142	708	128	208	852	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		5%			-6%			2%			-2%	
Storage Length (ft)	0		240	0		210	260		0	140		260
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor		1.00				0.99						
Frt			0.850			0.850		0.977				0.850
Flt Protected		0.969			0.965		0.950			0.950		
Satd. Flow (prot)	0	1690	1445	0	1680	1517	1630	2831	0	1647	3038	1447
Flt Permitted		0.788			0.765		0.211			0.194		
Satd. Flow (perm)	0	1372	1445	0	1332	1495	362	2831	0	336	3038	1447
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82			104		21				100
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		782			1125			1260			1407	
Travel Time (s)		17.8			30.7			19.1			21.3	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	8%	3%	9%	10%	5%	6%	6%	22%	4%	7%	16%	9%
Adj. Flow (vph)	69	38	128	56	21	104	149	745	135	219	897	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	107	128	0	77	104	149	880	0	219	897	100
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.01	1.01	1.01	1.06	1.06	1.06	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83		35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Detector Phase	4	4	5	8	8	1	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0	5.0	8.0	8.0	5.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	13.0	13.0	10.0	35.0	35.0	10.0	10.0	28.0		10.0	15.0	15.0
Total Split (s)	35.0	35.0	30.0	35.0	35.0	30.0	30.0	65.0		30.0	65.0	65.0
Total Split (%)	26.9%	26.9%	23.1%	26.9%	26.9%	23.1%	23.1%	50.0%		23.1%	50.0%	50.0%
Maximum Green (s)	30.0	30.0	25.0	30.0	30.0	25.0	25.0	60.0		25.0	60.0	60.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	5.0		2.0	5.0	5.0
Recall Mode	None	None	None	Ped	Ped	None	None	Min		None	Min	Min
Walk Time (s)				7.0	7.0			7.0				
Flash Dont Walk (s)				23.0	23.0			16.0				
Pedestrian Calls (#/hr)				2	2			0				
v/c Ratio		0.24	0.18		0.18	0.15	0.49	0.76		0.67	0.70	0.15
Control Delay		29.0	8.0		28.5	4.1	15.1	28.0		20.7	25.5	3.8
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		29.0	8.0		28.5	4.1	15.1	28.0		20.7	25.5	3.8
Queue Length 50th (ft)		47	14		33	0	39	225		60	224	0
Queue Length 95th (ft)		112	58		85	31	66	313		95	303	28
Internal Link Dist (ft)		702			1045			1180			1327	
Turn Bay Length (ft)			240			210	260			140		260
Base Capacity (vph)		439	956		427	927	545	1823		542	1948	963
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.24	0.13		0.18	0.11	0.27	0.48		0.40	0.46	0.10

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 94.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

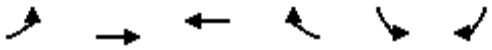
Splits and Phases: 24: NYS Route 9A & Home Depot Drwy/Dana Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	36	122	53	20	99	142	708	128	208	852	95
Future Volume (veh/h)	66	36	122	53	20	99	142	708	128	208	852	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1708	1708	1619	2061	2061	2046	1788	1550	1550	1874	1738	1844
Adj Flow Rate, veh/h	69	38	128	56	21	104	149	745	135	219	897	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	9	5	5	6	6	22	22	7	16	9
Cap, veh/h	66	21	558	69	17	744	319	1005	182	344	1407	666
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.07	0.40	0.40	0.10	0.43	0.43
Sat Flow, veh/h	0	63	1370	0	52	1731	1702	2491	451	1784	3303	1562
Grp Volume(v), veh/h	107	0	128	77	0	104	149	440	440	219	897	100
Grp Sat Flow(s),veh/h/ln	63	0	1370	52	0	1731	1702	1473	1469	1784	1652	1562
Q Serve(g_s), s	0.0	0.0	5.5	0.0	0.0	3.3	4.5	22.9	22.9	6.3	19.2	3.5
Cycle Q Clear(g_c), s	30.0	0.0	5.5	30.0	0.0	3.3	4.5	22.9	22.9	6.3	19.2	3.5
Prop In Lane	0.64		1.00	0.73		1.00	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	87	0	558	86	0	744	319	594	593	344	1407	666
V/C Ratio(X)	1.23	0.00	0.23	0.89	0.00	0.14	0.47	0.74	0.74	0.64	0.64	0.15
Avail Cap(c_a), veh/h	87	0	558	86	0	744	669	984	981	671	2207	1044
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	0.0	17.4	38.3	0.0	15.6	15.8	22.8	22.8	17.3	20.3	15.8
Incr Delay (d2), s/veh	171.2	0.0	0.1	60.7	0.0	0.0	0.4	3.9	3.9	0.7	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	1.7	3.2	0.0	1.3	1.6	7.7	7.7	2.3	6.8	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	209.0	0.0	17.5	99.0	0.0	15.6	16.2	26.7	26.7	18.0	21.3	16.0
LnGrp LOS	F	A	B	F	A	B	B	C	C	B	C	B
Approach Vol, veh/h		235			181			1029			1216	
Approach Delay, s/veh		104.7			51.1			25.2			20.3	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.6	41.2		35.0	11.5	43.3		35.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	25.0	60.0		30.0	25.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	8.3	24.9		32.0	6.5	21.2		32.0				
Green Ext Time (p_c), s	0.3	11.4		0.0	0.2	14.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	31.7
HCM 6th LOS	C



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	102	93	9	7	106	153
Future Volume (vph)	102	93	9	7	106	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	12	12
Grade (%)		0%	-3%		-2%	
Storage Length (ft)	0			0	135	0
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.940			0.850
Flt Protected		0.974			0.950	
Satd. Flow (prot)	0	1763	1738	0	1753	1584
Flt Permitted		0.974			0.950	
Satd. Flow (perm)	0	1763	1738	0	1753	1584
Link Speed (mph)		25	25		25	
Link Distance (ft)		166	218		338	
Travel Time (s)		4.5	5.9		9.2	
Confl. Peds. (#/hr)	9			9	1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	6%	12%	26%	4%	3%
Adj. Flow (vph)	112	102	10	8	116	168
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	214	18	0	116	168
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.83	0.83	0.99	0.99
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

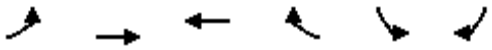
Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	102	93	9	7	106	153
Future Vol, veh/h	102	93	9	7	106	153
Conflicting Peds, #/hr	9	0	0	9	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	135	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-3	-	-2	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	6	12	26	4	3
Mvmt Flow	112	102	10	8	116	168

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	27	0	-	0	350	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	327	-
Critical Hdwy	4.14	-	-	-	6.04	6.03
Critical Hdwy Stg 1	-	-	-	-	5.04	-
Critical Hdwy Stg 2	-	-	-	-	5.04	-
Follow-up Hdwy	2.236	-	-	-	3.536	3.327
Pot Cap-1 Maneuver	1574	-	-	-	669	1052
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	753	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1562	-	-	-	609	1044
Mov Cap-2 Maneuver	-	-	-	-	609	-
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	748	-

Approach	EB	WB	SB
HCM Control Delay, s	3.9	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1562	-	-	-	609	1044
HCM Lane V/C Ratio	0.072	-	-	-	0.191	0.161
HCM Control Delay (s)	7.5	0	-	-	12.3	9.1
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7	0.6



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	187	116	9	6	71	92
Future Volume (vph)	187	116	9	6	71	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-1%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.944		0.924	
Flt Protected		0.970			0.979	
Satd. Flow (prot)	0	1762	1693	0	1678	0
Flt Permitted		0.970			0.979	
Satd. Flow (perm)	0	1762	1693	0	1678	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		273	311		301	
Travel Time (s)		7.4	8.5		8.2	
Confl. Peds. (#/hr)	1			1	1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	1%	11%	0%	0%	8%
Adj. Flow (vph)	210	130	10	7	80	103
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	340	17	0	183	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	187	116	9	6	71	92
Future Vol, veh/h	187	116	9	6	71	92
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	6	1	11	0	0	8
Mvmt Flow	210	130	10	7	80	103
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	11.1	7.8	8.9
HCM LOS	B	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	0%	44%
Vol Thru, %	38%	60%	0%
Vol Right, %	0%	40%	56%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	303	15	163
LT Vol	187	0	71
Through Vol	116	9	0
RT Vol	0	6	92
Lane Flow Rate	340	17	183
Geometry Grp	1	1	1
Degree of Util (X)	0.433	0.022	0.229
Departure Headway (Hd)	4.574	4.665	4.506
Convergence, Y/N	Yes	Yes	Yes
Cap	786	766	799
Service Time	2.599	2.701	2.529
HCM Lane V/C Ratio	0.433	0.022	0.229
HCM Control Delay	11.1	7.8	8.9
HCM Lane LOS	B	A	A
HCM 95th-tile Q	2.2	0.1	0.9



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	196	146	19	83	139	107
Future Volume (vph)	196	146	19	83	139	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Grade (%)	4%			-4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.942				0.941	
Flt Protected				0.991	0.973	
Satd. Flow (prot)	1648	0	0	1753	1871	0
Flt Permitted				0.991	0.973	
Satd. Flow (perm)	1648	0	0	1753	1871	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1125			89	515	
Travel Time (s)	30.7			2.4	14.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	7%	12%	9%	4%	0%
Adj. Flow (vph)	206	154	20	87	146	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	360	0	0	107	259	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

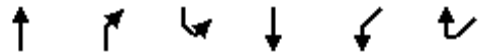
Intersection	
Int Delay, s/veh	5.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	196	146	19	83	139	107
Future Vol, veh/h	196	146	19	83	139	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	-4	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	7	12	9	4	0
Mvmt Flow	206	154	20	87	146	113

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	360	0	410	283
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	-	-	4.22	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.308	-	3.536	3.3
Pot Cap-1 Maneuver	-	-	1145	-	594	761
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1145	-	583	761
Mov Cap-2 Maneuver	-	-	-	-	583	-
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	649	-	-	1145	-
HCM Lane V/C Ratio	0.399	-	-	0.017	-
HCM Control Delay (s)	14.2	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.9	-	-	0.1	-



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	135	191	28	308	123	17
Future Volume (vph)	135	191	28	308	123	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-1%	10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.984	
Flt Protected				0.996	0.958	
Satd. Flow (prot)	1572	0	0	1645	1544	0
Flt Permitted				0.996	0.958	
Satd. Flow (perm)	1572	0	0	1645	1544	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	410			565	400	
Travel Time (s)	7.0			9.6	9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	23%	3%	0%	17%	10%	12%
Adj. Flow (vph)	147	208	30	335	134	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	355	0	0	365	152	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.07	1.07
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	5.1

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	135	191	28	308	123	17
Future Vol, veh/h	135	191	28	308	123	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-1	10	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	23	3	0	17	10	12
Mvmt Flow	147	208	30	335	134	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	355	0	646	251
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	395	-
Critical Hdwy	-	-	4.1	-	8.5	7.32
Critical Hdwy Stg 1	-	-	-	-	7.5	-
Critical Hdwy Stg 2	-	-	-	-	7.5	-
Follow-up Hdwy	-	-	2.2	-	3.59	3.408
Pot Cap-1 Maneuver	-	-	1215	-	296	712
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	533	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1215	-	287	712
Mov Cap-2 Maneuver	-	-	-	-	287	-
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	533	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.7	27.4
HCM LOS			D

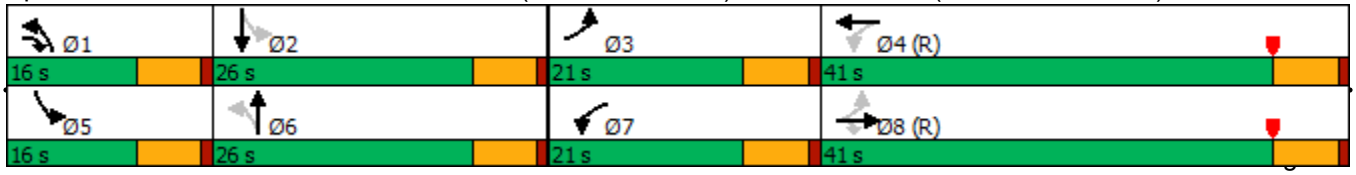
Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1215	-	309
HCM Lane V/C Ratio	-	-	0.025	-	0.492
HCM Control Delay (s)	-	-	8	0	27.4
HCM Lane LOS	-	-	A	A	D
HCM 95th %tile Q(veh)	-	-	0.1	-	2.6

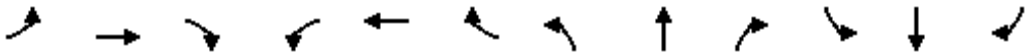
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	634	321	34	448	59	212	153	62	173	182	125
Future Volume (vph)	204	634	321	34	448	59	212	153	62	173	182	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	10	11	11
Grade (%)		7%			-5%			-2%			3%	
Storage Length (ft)	230		0	115		0	290		0	160		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00							
Frt			0.850		0.982			0.957			0.939	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1464	1672	1255	1542	1658	0	1632	1587	0	1522	1379	0
Flt Permitted	0.153			0.195			0.204			0.434		
Satd. Flow (perm)	236	1672	1255	316	1658	0	350	1587	0	695	1379	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			341		7			17			29	
Link Speed (mph)		40			35			30			30	
Link Distance (ft)		434			857			659			593	
Travel Time (s)		7.4			16.7			15.0			13.5	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	15%	6%	20%	16%	11%	13%	8%	16%	15%	9%	22%	25%
Adj. Flow (vph)	217	674	341	36	477	63	226	163	66	184	194	133
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	674	341	36	540	0	226	229	0	184	327	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.01	1.01	1.01	1.03	0.99	0.99	1.11	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template												
Leading Detector (ft)	35	83	35	35	83		35	83		35	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Detector Phase	3	8	1	7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	16.0	11.0	11.0	16.0		11.0	16.0		11.0	16.0	
Total Split (s)	21.0	41.0	16.0	21.0	41.0		16.0	26.0		16.0	26.0	
Total Split (%)	20.2%	39.4%	15.4%	20.2%	39.4%		15.4%	25.0%		15.4%	25.0%	
Maximum Green (s)	15.0	35.0	10.0	15.0	35.0		10.0	20.0		10.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	
v/c Ratio	0.77	0.86	0.38	0.18	0.91		1.00	0.71		0.67	1.14	
Control Delay	35.4	39.8	2.5	14.7	54.1		92.7	49.7		39.7	131.0	
Queue Delay	0.0	22.0	0.3	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.4	61.9	2.7	14.7	54.1		92.7	49.7		39.7	131.0	
Queue Length 50th (ft)	74	422	0	11	344		~114	133		90	~238	
Queue Length 95th (ft)	#172	#679	39	26	#567		#258	#239		#154	#415	
Internal Link Dist (ft)		354			777			579			513	
Turn Bay Length (ft)	230			115			290			160		
Base Capacity (vph)	304	780	908	334	592		225	322		280	288	
Starvation Cap Reductn	0	123	163	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.71	1.03	0.46	0.11	0.91		1.00	0.71		0.66	1.14	

Intersection Summary
Area Type: Other
Cycle Length: 104
Actuated Cycle Length: 104
Offset: 67 (64%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 29: NYS Route 100A (Knollwood Road)/NYS Route 100 (Bradhurst Avenue) & NYS Route 100C (Grassl

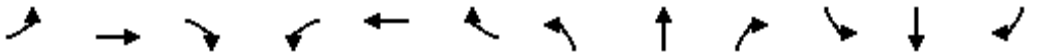




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	634	321	34	448	59	212	153	62	173	182	125
Future Volume (veh/h)	204	634	321	34	448	59	212	153	62	173	182	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1389	1522	1315	1856	1932	1932	1859	1738	1738	1714	1521	1521
Adj Flow Rate, veh/h	217	674	341	36	477	63	226	163	66	184	194	133
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	15	6	20	16	11	11	8	16	16	9	22	22
Cap, veh/h	295	659	588	154	605	80	239	226	92	292	162	111
Arrive On Green	0.12	0.43	0.43	0.05	0.36	0.36	0.10	0.19	0.19	0.10	0.19	0.19
Sat Flow, veh/h	1323	1522	1112	1768	1670	221	1770	1176	476	1632	841	576
Grp Volume(v), veh/h	217	674	341	36	0	540	226	0	229	184	0	327
Grp Sat Flow(s),veh/h/ln	1323	1522	1112	1768	0	1891	1770	0	1653	1632	0	1417
Q Serve(g_s), s	10.2	45.0	21.7	1.3	0.0	26.5	10.0	0.0	13.5	9.4	0.0	20.0
Cycle Q Clear(g_c), s	10.2	45.0	21.7	1.3	0.0	26.5	10.0	0.0	13.5	9.4	0.0	20.0
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.29	1.00		0.41
Lane Grp Cap(c), veh/h	295	659	588	154	0	685	239	0	318	292	0	273
V/C Ratio(X)	0.74	1.02	0.58	0.23	0.00	0.79	0.94	0.00	0.72	0.63	0.00	1.20
Avail Cap(c_a), veh/h	329	659	588	324	0	685	239	0	318	292	0	273
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.3	29.5	16.6	25.3	0.0	29.6	33.2	0.0	39.4	30.7	0.0	42.0
Incr Delay (d2), s/veh	4.9	37.5	3.4	0.3	0.0	8.9	42.4	0.0	6.7	3.3	0.0	119.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	22.1	5.6	0.5	0.0	13.3	7.4	0.0	6.0	3.9	0.0	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.3	67.0	20.0	25.6	0.0	38.5	75.5	0.0	46.1	34.0	0.0	161.7
LnGrp LOS	C	F	C	C	A	D	E	A	D	C	A	F
Approach Vol, veh/h		1232			576			455			511	
Approach Delay, s/veh		46.8			37.7			60.7			115.7	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	26.0	18.3	43.7	16.0	26.0	11.0	51.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	20.0	15.0	35.0	10.0	20.0	15.0	35.0
Max Q Clear Time (g_c+I1), s	12.2	22.0	12.2	28.5	11.4	15.5	3.3	47.0
Green Ext Time (p_c), s	0.0	0.0	0.1	1.1	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	59.9
HCM 6th LOS	E



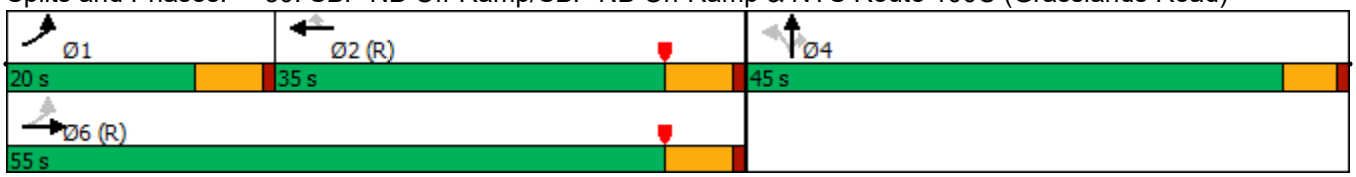
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	700	0	0	686	100	1054	0	459	0	0	0
Future Volume (vph)	31	700	0	0	686	100	1054	0	459	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		5%			-7%			4%			6%	
Storage Length (ft)	325		0	0		135	0		325	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	86			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt						0.850			0.850			
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1507	3143	0	0	3307	1520	0	1751	1479	0	0	0
Flt Permitted	0.248							0.950				
Satd. Flow (perm)	393	3143	0	0	3307	1484	0	1751	1479	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						90			157			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		444			434			670			395	
Travel Time (s)		7.6			7.4			15.2			9.0	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	9%	12%	0%	0%	13%	10%	1%	0%	7%	0%	0%	0%
Adj. Flow (vph)	32	722	0	0	707	103	1087	0	473	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	722	0	0	707	103	0	1087	473	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.13	1.03	1.03	0.96	0.96	0.96	1.03	1.03	1.03	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template							Left					
Leading Detector (ft)	35	83			83	35	20	83	35			
Trailing Detector (ft)	-5	-5			-5	-5	0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5	-5	0	-5	-5			
Detector 1 Size(ft)	40	40			40	40	20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		43			43			43				
Detector 2 Size(ft)		40			40			40				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				

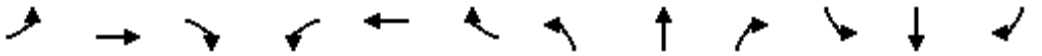
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			4				
Permitted Phases	6					2	4		4			
Detector Phase	1	6			2	2	4	4	4			
Switch Phase												
Minimum Initial (s)	2.0	2.0			2.0	2.0	4.0	4.0	4.0			
Minimum Split (s)	8.0	8.0			8.0	8.0	9.0	9.0	9.0			
Total Split (s)	20.0	55.0			35.0	35.0	45.0	45.0	45.0			
Total Split (%)	20.0%	55.0%			35.0%	35.0%	45.0%	45.0%	45.0%			
Maximum Green (s)	14.0	49.0			29.0	29.0	40.0	40.0	40.0			
Yellow Time (s)	5.0	5.0			5.0	5.0	4.0	4.0	4.0			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0	6.0		5.0	5.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.0	0.2			0.2	0.2	4.0	4.0	4.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
v/c Ratio	0.12	0.47			0.51	0.15		1.55	0.69			
Control Delay	9.8	13.5			24.6	6.7		282.0	22.3			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	9.8	13.5			24.6	6.7		282.0	22.3			
Queue Length 50th (ft)	7	147			186	5		~983	165			
Queue Length 95th (ft)	m11	108			252	40		#1228	287			
Internal Link Dist (ft)		364			354			590			315	
Turn Bay Length (ft)	325					135			325			
Base Capacity (vph)	348	1540			1373	669		700	685			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.09	0.47			0.51	0.15		1.55	0.69			

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 30: SBP NB Off-Ramp/SBP NB On-Ramp & NYS Route 100C (Grasslands Road)

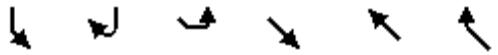




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	700	0	0	686	100	1054	0	459	0	0	0
Future Volume (veh/h)	31	700	0	0	686	100	1054	0	459	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1619	1575	0	0	1980	2025	1702	1806	1702			
Adj Flow Rate, veh/h	32	722	0	0	707	103	1087	0	473			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	9	12	0	0	13	10	7	0	7			
Cap, veh/h	261	1466	0	0	1547	704	688	0	577			
Arrive On Green	0.02	0.49	0.00	0.00	0.41	0.41	0.40	0.00	0.40			
Sat Flow, veh/h	1542	3071	0	0	3861	1712	1720	0	1442			
Grp Volume(v), veh/h	32	722	0	0	707	103	1087	0	473			
Grp Sat Flow(s),veh/h/ln	1542	1496	0	0	1881	1712	1720	0	1442			
Q Serve(g_s), s	1.2	16.2	0.0	0.0	13.6	3.8	40.0	0.0	29.3			
Cycle Q Clear(g_c), s	1.2	16.2	0.0	0.0	13.6	3.8	40.0	0.0	29.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	261	1466	0	0	1547	704	688	0	577			
V/C Ratio(X)	0.12	0.49	0.00	0.00	0.46	0.15	1.58	0.00	0.82			
Avail Cap(c_a), veh/h	448	1466	0	0	1547	704	688	0	577			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.23	0.23	1.00	0.00	1.00			
Uniform Delay (d), s/veh	16.7	17.1	0.0	0.0	21.3	18.4	30.0	0.0	26.8			
Incr Delay (d2), s/veh	0.1	1.2	0.0	0.0	0.2	0.1	268.0	0.0	9.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.4	5.4	0.0	0.0	5.7	1.4	67.0	0.0	11.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	18.3	0.0	0.0	21.6	18.5	298.0	0.0	36.3			
LnGrp LOS	B	B	A	A	C	B	F	A	D			
Approach Vol, veh/h		754			810			1560				
Approach Delay, s/veh		18.3			21.2			218.7				
Approach LOS		B			C			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	7.9	47.1		45.0		55.0			
Change Period (Y+Rc), s	6.0	6.0		5.0		6.0			
Max Green Setting (Gmax), s	4.0	29.0		40.0		49.0			
Max Q Clear Time (g_c+I1), s	3.2	15.6		42.0		18.2			
Green Ext Time (p_c), s	0.0	0.6		0.0		0.6			

Intersection Summary		
HCM 6th Ctrl Delay	119.1	
HCM 6th LOS	F	



Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	245	231	0	1211	1548	192
Future Volume (vph)	245	231	0	1211	1548	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-2%			2%	-5%	
Storage Length (ft)	0	90	0			235
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						0.98
Frt		0.850				0.850
Flt Protected	0.950					
Satd. Flow (prot)	1787	1615	0	3191	3558	1379
Flt Permitted	0.950					
Satd. Flow (perm)	1787	1615	0	3191	3558	1351
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		26				88
Link Speed (mph)	30			40	40	
Link Distance (ft)	326			294	397	
Travel Time (s)	7.4			5.0	6.8	
Confl. Peds. (#/hr)						2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	12%	4%	20%
Adj. Flow (vph)	258	243	0	1275	1629	202
Shared Lane Traffic (%)						
Lane Group Flow (vph)	258	243	0	1275	1629	202
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.97	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	1
Detector Template						
Leading Detector (ft)	35	35		83	83	35
Trailing Detector (ft)	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				43	43	
Detector 2 Size(ft)				40	40	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm		NA	NA	Free
Protected Phases	8			6	2	
Permitted Phases		8		6	2	Free
Detector Phase	8	8		6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0		2.0	2.0	
Minimum Split (s)	10.0	10.0		8.0	8.0	
Total Split (s)	35.0	35.0		65.0	65.0	
Total Split (%)	35.0%	35.0%		65.0%	65.0%	
Maximum Green (s)	30.0	30.0		59.0	59.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0		0.2	0.2	
Recall Mode	None	None		C-Max	C-Max	
v/c Ratio	0.76	0.75		0.57	0.65	0.15
Control Delay	52.6	47.5		9.1	6.9	0.0
Queue Delay	0.0	0.0		0.3	0.3	0.0
Total Delay	52.6	47.5		9.4	7.2	0.0
Queue Length 50th (ft)	157	132		223	220	0
Queue Length 95th (ft)	225	200		338	m294	m0
Internal Link Dist (ft)	246			214	317	
Turn Bay Length (ft)		90				235
Base Capacity (vph)	536	502		2235	2491	1351
Starvation Cap Reductn	0	0		370	0	0
Spillback Cap Reductn	0	1		0	300	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.48	0.49		0.68	0.74	0.15

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 31: NYS Route 100C (Grasslands Road) & SBP SB On/Off Ramps





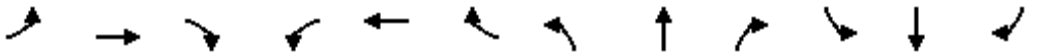
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (veh/h)	245	231	0	1211	1548	192
Future Volume (veh/h)	245	231	0	1211	1548	192
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1949	1964	0	1699	2037	1796
Adj Flow Rate, veh/h	258	243	0	1275	1629	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	1	0	12	4	20
Cap, veh/h	317	284	0	2321	2783	
Arrive On Green	0.17	0.17	0.00	0.72	0.72	0.00
Sat Flow, veh/h	1856	1664	0	3397	3971	1522
Grp Volume(v), veh/h	258	243	0	1275	1629	0
Grp Sat Flow(s),veh/h/ln	1856	1664	0	1614	1935	1522
Q Serve(g_s), s	13.4	14.2	0.0	18.3	20.4	0.0
Cycle Q Clear(g_c), s	13.4	14.2	0.0	18.3	20.4	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	317	284	0	2321	2783	
V/C Ratio(X)	0.81	0.85	0.00	0.55	0.59	
Avail Cap(c_a), veh/h	557	499	0	2321	2783	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.96	1.00	0.00
Uniform Delay (d), s/veh	39.9	40.2	0.0	6.5	6.8	0.0
Incr Delay (d2), s/veh	1.9	2.9	0.0	0.9	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	6.0	0.0	5.0	6.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.9	43.1	0.0	7.4	7.7	0.0
LnGrp LOS	D	D	A	A	A	
Approach Vol, veh/h	501			1275	1629	A
Approach Delay, s/veh	42.5			7.4	7.7	
Approach LOS	D			A	A	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	77.9				77.9	22.1
Change Period (Y+Rc), s	6.0				6.0	5.0
Max Green Setting (Gmax), s	59.0				59.0	30.0
Max Q Clear Time (g_c+I1), s	22.4				20.3	16.2
Green Ext Time (p_c), s	1.7				1.3	0.9

Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

Notes

Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.



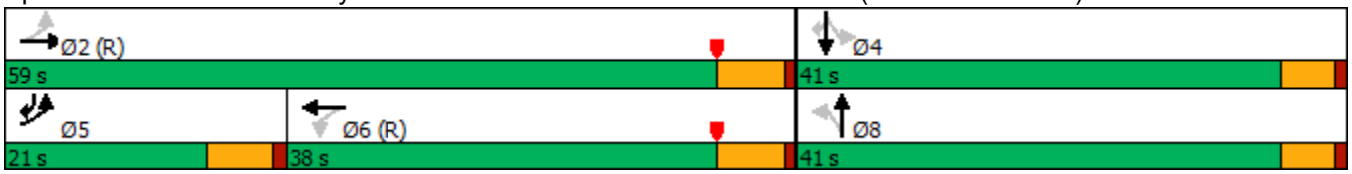
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	744	0	4	1568	207	3	0	2	103	0	45
Future Volume (vph)	118	744	0	4	1568	207	3	0	2	103	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12	15	15	15	13	13	13
Grade (%)		0%			1%			0%			-5%	
Storage Length (ft)	130		0	70		0	0		0	0		90
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	86			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.983			0.946				0.850
Flt Protected	0.950			0.950				0.971			0.950	
Satd. Flow (prot)	1719	3223	0	1676	3387	0	0	1920	0	0	1738	1555
Flt Permitted	0.056			0.361				0.860			0.754	
Satd. Flow (perm)	101	3223	0	637	3387	0	0	1700	0	0	1379	1555
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					15			98				33
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		423			294			305			416	
Travel Time (s)		7.2			5.0			6.9			11.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	12%	0%	0%	4%	6%	0%	0%	0%	10%	0%	10%
Adj. Flow (vph)	122	767	0	4	1616	213	3	0	2	106	0	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	122	767	0	4	1829	0	0	5	0	0	106	46
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.10	1.01	1.01	0.88	0.88	0.88	0.93	0.93	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template							Left			Left		
Leading Detector (ft)	35	83		35	83		20	83		20	83	35
Trailing Detector (ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40		20	40		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

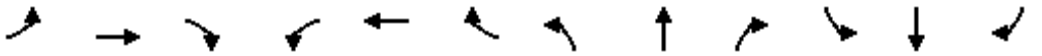
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Minimum Split (s)	8.0	8.0		8.0	8.0		7.0	7.0		7.0	7.0	8.0
Total Split (s)	21.0	59.0		38.0	38.0		41.0	41.0		41.0	41.0	21.0
Total Split (%)	21.0%	59.0%		38.0%	38.0%		41.0%	41.0%		41.0%	41.0%	21.0%
Maximum Green (s)	15.0	53.0		32.0	32.0		36.0	36.0		36.0	36.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0			5.0	6.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	0.2	0.2		0.2	0.2		2.0	2.0		2.0	2.0	0.2
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	None
v/c Ratio	0.79	0.31		0.01	0.82			0.02			0.63	0.12
Control Delay	48.6	4.3		4.8	11.8			0.2			57.1	13.5
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.2	0.0
Total Delay	48.6	4.4		4.8	11.8			0.2			57.3	13.5
Queue Length 50th (ft)	27	63		0	478			0			65	7
Queue Length 95th (ft)	#105	111		m1	#729			0			114	32
Internal Link Dist (ft)		343			214			225			336	
Turn Bay Length (ft)	130			70								90
Base Capacity (vph)	320	2473		419	2236			674			496	524
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	319		0	0			0			91	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.38	0.36		0.01	0.82			0.01			0.26	0.09

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 32: Taylor Road/Woods Road & NYS Route 100C (Grasslands Road)

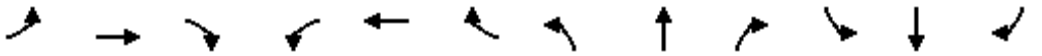




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	744	0	4	1568	207	3	0	2	103	0	45
Future Volume (veh/h)	118	744	0	4	1568	207	3	0	2	103	0	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1722	1722	1894	1835	1835	1976	1976	1976	2181	2181	2024
Adj Flow Rate, veh/h	122	767	0	4	1616	213	3	0	2	106	0	46
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	12	12	0	4	4	0	0	0	0	0	10
Cap, veh/h	229	2629	0	574	2193	284	79	14	24	214	0	212
Arrive On Green	0.04	0.80	0.00	0.71	0.71	0.71	0.09	0.00	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1739	3358	0	710	3104	402	243	167	274	1636	0	1716
Grp Volume(v), veh/h	122	767	0	4	895	934	5	0	0	106	0	46
Grp Sat Flow(s),veh/h/ln	1739	1636	0	710	1743	1762	684	0	0	1636	0	1716
Q Serve(g_s), s	1.8	6.0	0.0	0.2	31.0	33.0	0.0	0.0	0.0	0.0	0.0	2.4
Cycle Q Clear(g_c), s	1.8	6.0	0.0	0.2	31.0	33.0	6.4	0.0	0.0	6.3	0.0	2.4
Prop In Lane	1.00		0.00	1.00		0.23	0.60		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	229	2629	0	574	1232	1246	117	0	0	214	0	212
V/C Ratio(X)	0.53	0.29	0.00	0.01	0.73	0.75	0.04	0.00	0.00	0.50	0.00	0.22
Avail Cap(c_a), veh/h	426	2629	0	574	1232	1246	533	0	0	665	0	681
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.69	0.69	0.69	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.1	2.5	0.0	4.3	8.8	9.1	42.0	0.0	0.0	44.6	0.0	39.5
Incr Delay (d2), s/veh	0.7	0.3	0.0	0.0	2.6	2.9	0.1	0.0	0.0	0.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.2	0.0	0.0	9.8	10.6	0.1	0.0	0.0	2.6	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	2.8	0.0	4.3	11.5	12.1	42.0	0.0	0.0	45.3	0.0	39.7
LnGrp LOS	B	A	A	A	B	B	D	A	A	D	A	D
Approach Vol, veh/h		889			1833			5			152	
Approach Delay, s/veh		4.6			11.8			42.0			43.6	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	86.3		13.7	9.7	76.7		13.7					
Change Period (Y+Rc), s	6.0		5.0	6.0	6.0		5.0					
Max Green Setting (Gmax), s	53.0		36.0	15.0	32.0		36.0					
Max Q Clear Time (g_c+I1), s	8.0		8.3	3.8	35.0		8.4					
Green Ext Time (p_c), s	0.7		0.4	0.0	0.0		0.0					

Intersection Summary		
HCM 6th Ctrl Delay	11.3	
HCM 6th LOS	B	



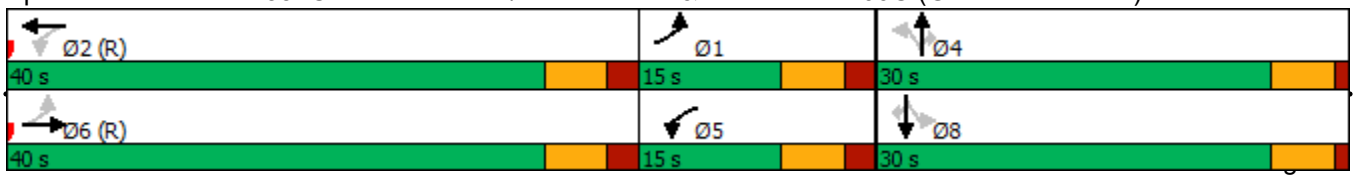
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	604	60	254	1180	183	28	14	130	128	32	15
Future Volume (vph)	57	604	60	254	1180	183	28	14	130	128	32	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	15
Grade (%)		3%			-2%			2%			0%	
Storage Length (ft)	230		0	255		0	0		190	100		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor									0.99		1.00	
Frt		0.986			0.980				0.850			0.850
Flt Protected	0.950			0.950				0.968			0.961	
Satd. Flow (prot)	1778	1717	0	1753	1806	0	0	1552	1454	0	1746	1645
Flt Permitted	0.094			0.203				0.751			0.738	
Satd. Flow (perm)	176	1717	0	375	1806	0	0	1204	1435	0	1340	1645
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			11				140			116
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		475			454			313			254	
Travel Time (s)		8.1			7.7			7.1			6.9	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	2%	4%	4%	5%	22%	8%	10%	4%	7%	8%
Adj. Flow (vph)	61	649	65	273	1269	197	30	15	140	138	34	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	714	0	273	1466	0	0	45	140	0	172	16
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	0.99	0.99	0.99	1.01	1.01	1.01	1.00	1.00	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	83
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	-5	-5
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43		43	43			43	43		43	43
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.0	16.0		9.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	15.0	40.0		15.0	40.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	17.6%	47.1%		17.6%	47.1%		35.3%	35.3%	35.3%	35.3%	35.3%	35.3%
Maximum Green (s)	9.0	34.0		9.0	34.0		25.0	25.0	25.0	25.0	25.0	25.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
v/c Ratio	0.23	0.81		0.71	1.47			0.21	0.37		0.71	0.04
Control Delay	14.8	27.9		29.4	240.6			29.5	7.9		47.9	0.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	14.8	27.9		29.4	240.6			29.5	7.9		47.9	0.2
Queue Length 50th (ft)	9	297		46	~1137			21	0		87	0
Queue Length 95th (ft)	27	#594		#166	#1478			45	42		140	0
Internal Link Dist (ft)		395			374			233			174	
Turn Bay Length (ft)	230			255					190			
Base Capacity (vph)	278	884		383	995			354	520		394	565
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.22	0.81		0.71	1.47			0.13	0.27		0.44	0.03

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 33: Clearbrook Road/Walker Road & NYS Route 100C (Grasslands Road)



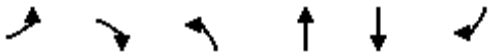
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	604	60	254	1180	183	28	14	130	128	32	15
Future Volume (veh/h)	57	604	60	254	1180	183	28	14	130	128	32	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1728	1728	1919	1919	1919	1758	1758	1728	1796	1796	1853
Adj Flow Rate, veh/h	61	649	65	273	1269	197	30	15	0	138	34	16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	8	8	4	4	4	8	8	10	7	7	8
Cap, veh/h	496	618	62	512	649	101	108	39		253	43	260
Arrive On Green	0.23	0.40	0.40	0.23	0.40	0.40	0.17	0.17	0.00	0.17	0.17	0.17
Sat Flow, veh/h	1759	1546	155	1827	1622	252	225	237	1465	1062	262	1565
Grp Volume(v), veh/h	61	0	714	273	0	1466	45	0	0	172	0	16
Grp Sat Flow(s),veh/h/ln	1759	0	1701	1827	0	1873	462	0	1465	1323	0	1565
Q Serve(g_s), s	0.0	0.0	34.0	6.8	0.0	34.0	1.4	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	0.0	0.0	34.0	6.8	0.0	34.0	12.1	0.0	0.0	10.7	0.0	0.7
Prop In Lane	1.00		0.09	1.00		0.13	0.67		1.00	0.80		1.00
Lane Grp Cap(c), veh/h	496	0	680	512	0	749	147	0		296	0	260
V/C Ratio(X)	0.12	0.00	1.05	0.53	0.00	1.96	0.31	0.00		0.58	0.00	0.06
Avail Cap(c_a), veh/h	496	0	680	512	0	749	326	0		477	0	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	25.5	26.5	0.0	25.5	34.8	0.0	0.0	34.0	0.0	29.8
Incr Delay (d2), s/veh	0.0	0.0	48.2	0.6	0.0	435.3	0.4	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	21.4	4.5	0.0	104.1	0.9	0.0	0.0	3.4	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	73.7	27.1	0.0	460.8	35.2	0.0	0.0	34.7	0.0	29.9
LnGrp LOS	C	A	F	C	A	F	D	A		C	A	C
Approach Vol, veh/h		775			1739			45	A		188	
Approach Delay, s/veh		69.9			392.7			35.2			34.3	
Approach LOS		E			F			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.9	40.0		19.1	25.9	40.0		19.1				
Change Period (Y+Rc), s	6.0	6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s	9.0	34.0		25.0	9.0	34.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	36.0		14.1	8.8	36.0		12.7				
Green Ext Time (p_c), s	0.1	0.0		0.1	0.0	0.0		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	271.2
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	23	87	2	546	105	342
Future Volume (vph)	23	87	2	546	105	342
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	14
Grade (%)	0%			-1%	6%	
Storage Length (ft)	0	50	0			75
Storage Lanes	1	0	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.893					0.850
Flt Protected	0.990					
Satd. Flow (prot)	1666	0	0	3557	1739	1671
Flt Permitted	0.990					
Satd. Flow (perm)	1666	0	0	3557	1739	1671
Link Speed (mph)	30			30	30	
Link Distance (ft)	295			565	540	
Travel Time (s)	6.7			12.8	12.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	0%	0%	2%	6%	0%
Adj. Flow (vph)	26	99	2	620	119	389
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	0	622	119	389
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	0.96
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

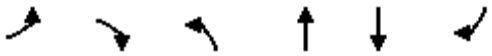
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	87	2	546	105	342
Future Vol, veh/h	23	87	2	546	105	342
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Yield
Storage Length	0	-	-	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-1	6	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	0	0	2	6	0
Mvmt Flow	26	99	2	620	119	389

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	433	-	119	0	-	0
Stage 1	119	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Critical Hdwy	6.66	-	4.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.538	-	2.2	-	-	-
Pot Cap-1 Maneuver	561	0	1482	-	-	-
Stage 1	900	0	-	-	-	-
Stage 2	709	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	560	-	1482	-	-	-
Mov Cap-2 Maneuver	560	-	-	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	709	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1482	-	560	-	-
HCM Lane V/C Ratio	0.002	-	0.047	-	-
HCM Control Delay (s)	7.4	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	292	548	176	16
Future Volume (vph)	0	0	292	548	176	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	11	11	11	11
Grade (%)	7%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.988	
Flt Protected				0.983		
Satd. Flow (prot)	0	2017	0	1785	1720	0
Flt Permitted				0.983		
Satd. Flow (perm)	0	2017	0	1785	1720	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	707			851	724	
Travel Time (s)	16.1			14.5	12.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	1%	6%	0%
Adj. Flow (vph)	0	0	321	602	193	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	923	211	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.92	0.92	1.05	1.05	1.04	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

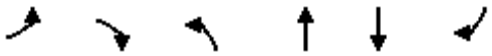
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	292	548	176	16
Future Vol, veh/h	0	0	292	548	176	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	7	-	-	1	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	1	6	0
Mvmt Flow	0	0	321	602	193	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	202	211	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	811	1372	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	811	1372	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	2.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1372	-	-	-	-
HCM Lane V/C Ratio	0.234	-	-	-	-
HCM Control Delay (s)	8.4	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-	-

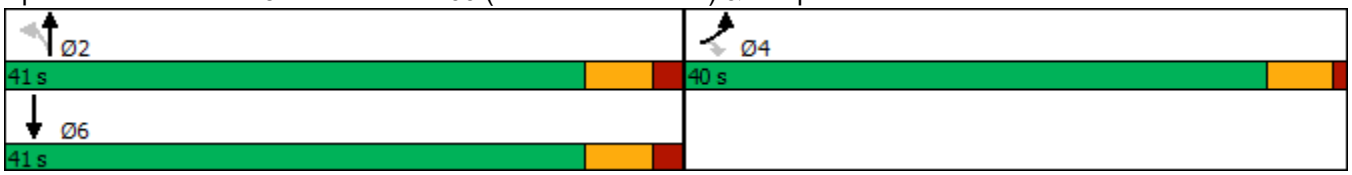


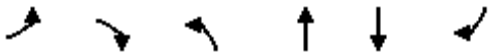
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	584	61	194	256	85	91
Future Volume (vph)	584	61	194	256	85	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	5%			2%	-1%	
Storage Length (ft)	115	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	86		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.930	
Flt Protected	0.950			0.979		
Satd. Flow (prot)	1760	1312	0	1719	1645	0
Flt Permitted	0.950			0.765		
Satd. Flow (perm)	1760	1312	0	1343	1645	0
Right Turn on Red		Yes				No
Satd. Flow (RTOR)		73				
Link Speed (mph)	25			40	40	
Link Distance (ft)	301			870	851	
Travel Time (s)	8.2			14.8	14.5	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	20%	3%	4%	8%	1%
Adj. Flow (vph)	695	73	231	305	101	108
Shared Lane Traffic (%)						
Lane Group Flow (vph)	695	73	0	536	209	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	1	2	2	
Detector Template			Left			
Leading Detector (ft)	83	83	20	83	83	
Trailing Detector (ft)	-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	
Detector 2 Size(ft)	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	
Minimum Split (s)	10.0	10.0	16.0	16.0	16.0	
Total Split (s)	40.0	40.0	41.0	41.0	41.0	
Total Split (%)	49.4%	49.4%	50.6%	50.6%	50.6%	
Maximum Green (s)	35.0	35.0	35.0	35.0	35.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	3.0	3.0	3.0	
Recall Mode	None	None	Min	Min	Min	
v/c Ratio	0.93	0.12		0.93	0.30	
Control Delay	42.8	4.3		47.3	16.2	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	42.8	4.3		47.3	16.2	
Queue Length 50th (ft)	319	0		248	66	
Queue Length 95th (ft)	#478	20		#400	106	
Internal Link Dist (ft)	221			790	771	
Turn Bay Length (ft)	115					
Base Capacity (vph)	815	646		622	761	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.85	0.11		0.86	0.27	

Intersection Summary	
Area Type:	Other
Cycle Length: 81	
Actuated Cycle Length: 76.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: NYS Route 100 (Bradhurst Avenue) & Hospital Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	584	61	194	256	85	91
Future Volume (veh/h)	584	61	194	256	85	91
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1753	1456	1817	1817	1819	1819
Adj Flow Rate, veh/h	695	73	231	305	101	108
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	20	4	4	8	8
Cap, veh/h	720	532	283	314	348	372
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1669	1234	506	725	804	860
Grp Volume(v), veh/h	695	73	536	0	0	209
Grp Sat Flow(s),veh/h/ln	1669	1234	1231	0	0	1664
Q Serve(g_s), s	32.8	2.9	28.4	0.0	0.0	6.6
Cycle Q Clear(g_c), s	32.8	2.9	35.0	0.0	0.0	6.6
Prop In Lane	1.00	1.00	0.43			0.52
Lane Grp Cap(c), veh/h	720	532	596	0	0	720
V/C Ratio(X)	0.97	0.14	0.90	0.00	0.00	0.29
Avail Cap(c_a), veh/h	722	534	596	0	0	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	22.4	13.9	25.4	0.0	0.0	14.9
Incr Delay (d2), s/veh	24.9	0.0	16.5	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.0	0.8	12.0	0.0	0.0	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.3	13.9	41.9	0.0	0.0	15.1
LnGrp LOS	D	B	D	A	A	B
Approach Vol, veh/h	768			536	209	
Approach Delay, s/veh	44.1			41.9	15.1	
Approach LOS	D			D	B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	41.0		39.9		41.0
Change Period (Y+Rc), s	6.0		5.0		6.0
Max Green Setting (Gmax), s	35.0		35.0		35.0
Max Q Clear Time (g_c+I1), s	37.0		34.8		8.6
Green Ext Time (p_c), s	0.0		0.1		1.0

Intersection Summary	
HCM 6th Ctrl Delay	39.3
HCM 6th LOS	D



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	268	68	109	37	11	183
Future Volume (vph)	268	68	109	37	11	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	6%		1%			-4%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.966			
Flt Protected	0.950					0.997
Satd. Flow (prot)	1717	1567	1579	0	0	1758
Flt Permitted	0.950					0.997
Satd. Flow (perm)	1717	1567	1579	0	0	1758
Link Speed (mph)	30		40			40
Link Distance (ft)	146		870			216
Travel Time (s)	3.3		14.8			3.7
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	2%	0%	9%	20%	10%	6%
Adj. Flow (vph)	377	96	154	52	15	258
Shared Lane Traffic (%)						
Lane Group Flow (vph)	377	96	206	0	0	273
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.05	1.05	1.02	1.02
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	16

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	268	68	109	37	11	183
Future Vol, veh/h	268	68	109	37	11	183
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	6	-	1	-	-	-4
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	2	0	9	20	10	6
Mvmt Flow	377	96	154	52	15	258

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	468	180	0	0	206	0
Stage 1	180	-	-	-	-	-
Stage 2	288	-	-	-	-	-
Critical Hdwy	7.62	6.8	-	-	4.2	-
Critical Hdwy Stg 1	6.62	-	-	-	-	-
Critical Hdwy Stg 2	6.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.29	-
Pot Cap-1 Maneuver	474	842	-	-	1319	-
Stage 1	801	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	468	842	-	-	1319	-
Mov Cap-2 Maneuver	468	-	-	-	-	-
Stage 1	791	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	32	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	1319	-	468	842	-	-
HCM Lane V/C Ratio	0.012	-	0.807	0.114	-	-
HCM Control Delay (s)	7.8	0	37.6	9.8	-	-
HCM Lane LOS	A	A	E	A	-	-
HCM 95th %tile Q(veh)	0	-	7.5	0.4	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	365	0	0	285	112	279
Future Volume (vph)	365	0	0	285	112	279
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	12	12
Grade (%)	5%			-5%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.904	
Flt Protected					0.986	
Satd. Flow (prot)	1841	0	0	1891	1663	0
Flt Permitted					0.986	
Satd. Flow (perm)	1841	0	0	1891	1663	0
Link Speed (mph)	25			25	30	
Link Distance (ft)	322			301	733	
Travel Time (s)	8.8			8.2	16.7	
Confl. Peds. (#/hr)		5	5		5	5
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	4%	0%	0%	3%	1%	0%
Adj. Flow (vph)	451	0	0	352	138	344
Shared Lane Traffic (%)						
Lane Group Flow (vph)	451	0	0	352	482	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.97	0.97	1.02	1.02
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	31.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↾	
Traffic Vol, veh/h	365	0	0	285	112	279
Future Vol, veh/h	365	0	0	285	112	279
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	3	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	4	0	0	3	1	0
Mvmt Flow	451	0	0	352	138	344

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	808	456
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	357	-
Critical Hdwy	-	-	-	-	7.01	6.5
Critical Hdwy Stg 1	-	-	-	-	6.01	-
Critical Hdwy Stg 2	-	-	-	-	6.01	-
Follow-up Hdwy	-	-	-	-	3.509	3.3
Pot Cap-1 Maneuver	-	0	0	-	307	586
Stage 1	-	0	0	-	597	-
Stage 2	-	0	0	-	669	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	305	584
Mov Cap-2 Maneuver	-	-	-	-	305	-
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	83.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	463	-	-
HCM Lane V/C Ratio	1.043	-	-
HCM Control Delay (s)	83.5	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	14.7	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	365	330	144	253	0	0
Future Volume (vph)	365	330	144	253	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12
Grade (%)	5%			-5%	1%	
Storage Length (ft)		0	115		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			86		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.936					
Flt Protected			0.950			
Satd. Flow (prot)	1642	0	1788	1873	0	1890
Flt Permitted			0.950			
Satd. Flow (perm)	1642	0	1788	1873	0	1890
Link Speed (mph)	25			25	30	
Link Distance (ft)	240			322	1098	
Travel Time (s)	6.5			8.8	25.0	
Confl. Peds. (#/hr)		6	6		6	6
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	4%	0%	0%	4%	0%	0%
Adj. Flow (vph)	462	418	182	320	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	880	0	182	320	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.08	1.08	1.01	0.97	1.01	1.01
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

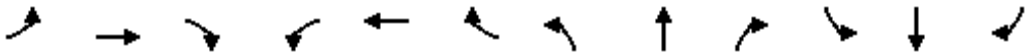
Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	365	330	144	253	0	0
Future Vol, veh/h	365	330	144	253	0	0
Conflicting Peds, #/hr	0	6	6	0	6	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	1	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	4	0	0	4	0	0
Mvmt Flow	462	418	182	320	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	886	0	-	683
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	773	-	0	444
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	769	-	-	440
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	769	-
HCM Lane V/C Ratio	-	-	-	0.237	-
HCM Control Delay (s)	0	-	-	11.1	-
HCM Lane LOS	A	-	-	B	-
HCM 95th %tile Q(veh)	-	-	-	0.9	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	386	17	129	123	0	32	0	310	0	0	0
Future Volume (vph)	0	386	17	129	123	0	32	0	310	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	10	12	12	15	15	15	12	12	12
Grade (%)		3%			-5%			0%			0%	
Storage Length (ft)	0		0	90		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.994						0.878				
Flt Protected				0.950				0.995				
Satd. Flow (prot)	0	1871	0	1676	1855	0	0	1761	0	0	1863	0
Flt Permitted				0.950				0.995				
Satd. Flow (perm)	0	1871	0	1676	1855	0	0	1761	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		422			240			931			449	
Travel Time (s)		11.5			6.5			25.4			12.2	
Confl. Peds. (#/hr)	1		6	5			6		5			1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	2%	2%	19%	3%	5%	2%	10%	2%	3%	2%	2%	2%
Adj. Flow (vph)	0	489	22	163	156	0	41	0	392	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	511	0	163	156	0	0	433	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.98	0.98	0.98	1.06	0.97	0.97	0.88	0.88	0.88	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

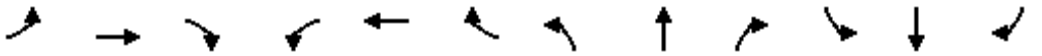
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	23.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	386	17	129	123	0	32	0	310	0	0	0
Future Vol, veh/h	0	386	17	129	123	0	32	0	310	0	0	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	2	2	19	3	5	2	10	2	3	2	2	2
Mvmt Flow	0	489	22	163	156	0	41	0	392	0	0	0
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	32.4	13	21.4	0
HCM LOS	D	B	C	-

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	9%	0%	100%	0%	0%
Vol Thru, %	0%	96%	0%	100%	100%
Vol Right, %	91%	4%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	342	403	129	123	0
LT Vol	32	0	129	0	0
Through Vol	0	386	0	123	0
RT Vol	310	17	0	0	0
Lane Flow Rate	433	510	163	156	0
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.698	0.837	0.332	0.296	0
Departure Headway (Hd)	5.803	5.91	7.325	6.848	7.588
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	619	607	493	528	0
Service Time	3.893	3.997	5.025	4.548	5.601
HCM Lane V/C Ratio	0.7	0.84	0.331	0.295	0
HCM Control Delay	21.4	32.4	13.6	12.4	10.6
HCM Lane LOS	C	D	B	B	N
HCM 95th-tile Q	5.6	8.9	1.4	1.2	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	345	9	31	124	0	34	0	57	0	0	0
Future Volume (vph)	0	345	9	31	124	0	34	0	57	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	15	15	12	15	12	12	12	12
Grade (%)		2%			-2%			0%			0%	
Storage Length (ft)	0		200	100		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.915				
Flt Protected				0.950				0.982				
Satd. Flow (prot)	0	2009	1567	1787	1991	0	0	1841	0	0	1863	0
Flt Permitted				0.950				0.982				
Satd. Flow (perm)	0	2009	1567	1787	1991	0	0	1841	0	0	1863	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		703			422			162			302	
Travel Time (s)		19.2			11.5			3.7			6.9	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	2%	3%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	437	11	39	157	0	43	0	72	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	437	11	39	157	0	0	115	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	1.01	0.99	0.87	0.87	1.00	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	345	9	31	124	0	34	0	57	0	0	0
Future Vol, veh/h	0	345	9	31	124	0	34	0	57	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	200	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	3	2	2	6	2	2	2	2	2	2	2
Mvmt Flow	0	437	11	39	157	0	43	0	72	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	157	0	0	448	0	0	672	672	437	678	683	157
Stage 1	-	-	-	-	-	-	437	437	-	235	235	-
Stage 2	-	-	-	-	-	-	235	235	-	443	448	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1423	-	-	1112	-	-	370	377	620	366	372	889
Stage 1	-	-	-	-	-	-	598	579	-	768	710	-
Stage 2	-	-	-	-	-	-	768	710	-	594	573	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1423	-	-	1112	-	-	360	364	620	315	359	889
Mov Cap-2 Maneuver	-	-	-	-	-	-	360	364	-	315	359	-
Stage 1	-	-	-	-	-	-	598	579	-	768	685	-
Stage 2	-	-	-	-	-	-	741	685	-	525	573	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	9.2	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	964	1423	-	-	1112	-	-	-
HCM Lane V/C Ratio	0.119	-	-	-	0.035	-	-	-
HCM Control Delay (s)	9.2	0	-	-	8.4	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	-



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	355	158	0
Future Volume (vph)	0	0	0	355	158	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	15	15
Grade (%)	0%			3%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1999	2001	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1999	2001	0
Link Speed (mph)	30			25	25	
Link Distance (ft)	964			491	703	
Travel Time (s)	21.9			13.4	19.2	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	2%	2%	2%	3%	6%	2%
Adj. Flow (vph)	0	0	0	449	200	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	449	200	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.90	0.90	0.86	0.86
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	355	158	0
Future Vol, veh/h	0	0	0	355	158	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	3	-3	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	3	6	2
Mvmt Flow	0	0	0	449	200	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	649	200	200	0	-	0
Stage 1	200	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	434	841	1372	-	-	-
Stage 1	834	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	434	841	1372	-	-	-
Mov Cap-2 Maneuver	434	-	-	-	-	-
Stage 1	834	-	-	-	-	-
Stage 2	643	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1372	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	487		964			375
Travel Time (s)	11.1		21.9			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	429		375			357
Travel Time (s)	9.8		8.5			8.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1377	0	0	554	2	0	0	0	19	0	26
Future Volume (vph)	5	1377	0	0	554	2	0	0	0	19	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	12	12	12	12	15	12
Grade (%)		-1%			4%			-8%			0%	
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt											0.923	
Flt Protected											0.979	
Satd. Flow (prot)	0	3372	0	0	2923	0	0	1937	1976	0	1852	0
Flt Permitted											0.979	
Satd. Flow (perm)	0	3372	0	0	2923	0	0	1937	1976	0	1852	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		602			1000			549			181	
Travel Time (s)		9.1			15.2			12.5			4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	4%	0%	0%	13%	2%	0%	2%	0%	2%	2%	2%
Adj. Flow (vph)	5	1497	0	0	602	2	0	0	0	21	0	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1502	0	0	604	0	0	0	0	0	49	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.12	1.12	1.12	0.95	0.95	0.95	1.00	0.88	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

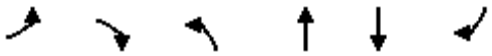
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1377	0	0	554	2	0	0	0	19	0	26
Future Vol, veh/h	5	1377	0	0	554	2	0	0	0	19	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	4	-	-	-8	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	4	0	0	13	2	0	2	0	2	2	2
Mvmt Flow	5	1497	0	0	602	2	0	0	0	21	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	604	0	0	1497	0	0	1808	2111	749	1362	2110	302
Stage 1	-	-	-	-	-	-	1507	1507	-	603	603	-
Stage 2	-	-	-	-	-	-	301	604	-	759	1507	-
Critical Hdwy	4.14	-	-	4.1	-	-	5.9	4.94	6.1	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	4.9	3.94	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.9	3.94	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.2	-	-	3.5	4.02	3.3	3.52	4.02	3.32
Pot Cap-1 Maneuver	970	-	-	454	-	-	113	129	424	107	50	694
Stage 1	-	-	-	-	-	-	252	356	-	453	487	-
Stage 2	-	-	-	-	-	-	788	636	-	365	182	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	970	-	-	454	-	-	106	125	424	104	48	694
Mov Cap-2 Maneuver	-	-	-	-	-	-	106	125	-	104	48	-
Stage 1	-	-	-	-	-	-	244	345	-	439	487	-
Stage 2	-	-	-	-	-	-	756	636	-	354	176	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	28.1
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	970	-	-	454	-	-	204
HCM Lane V/C Ratio	-	-	0.006	-	-	-	-	-	0.24
HCM Control Delay (s)	0	0	8.7	0.1	-	0	-	-	28.1
HCM Lane LOS	A	A	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	-	-	0	-	-	0	-	-	0.9



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	98	63	504	358	12
Future Volume (vph)	14	98	63	504	358	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Grade (%)	-4%			-4%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.882				0.996	
Flt Protected	0.994			0.994		
Satd. Flow (prot)	1756	0	0	1830	1768	0
Flt Permitted	0.994			0.994		
Satd. Flow (perm)	1756	0	0	1830	1768	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	380			540	375	
Travel Time (s)	8.6			12.3	8.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	16	110	71	566	402	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	126	0	0	637	415	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.93	0.93	1.02	1.02	1.07	1.07
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	98	63	504	358	12
Future Vol, veh/h	14	98	63	504	358	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-4	-	-	-4	3	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	16	110	71	566	402	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1117	409	415	0	-	0
Stage 1	409	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Critical Hdwy	5.6	5.8	4.1	-	-	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	297	677	1155	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	270	677	1155	-	-	-
Mov Cap-2 Maneuver	270	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	576	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1155	-	570	-	-
HCM Lane V/C Ratio	0.061	-	0.221	-	-
HCM Control Delay (s)	8.3	0	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	8	3	16	3	2	7	551	16	5	406	12
Future Volume (vph)	1	8	3	16	3	2	7	551	16	5	406	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)		-8%			-3%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.988			0.996			0.996	
Flt Protected		0.996			0.962			0.999			0.999	
Satd. Flow (prot)	0	1780	0	0	1711	0	0	1812	0	0	1788	0
Flt Permitted		0.996			0.962			0.999			0.999	
Satd. Flow (perm)	0	1780	0	0	1711	0	0	1812	0	0	1788	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		267			338			126			244	
Travel Time (s)		6.1			7.7			2.9			5.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	2%	2%	9%
Adj. Flow (vph)	1	9	3	18	3	2	8	633	18	6	467	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	23	0	0	659	0	0	487	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.07	1.07	1.07	1.02	1.02	1.02	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	8	3	16	3	2	7	551	16	5	406	12
Future Vol, veh/h	1	8	3	16	3	2	7	551	16	5	406	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-8	-	-	-3	-	-	-4	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	2	2	9
Mvmt Flow	1	9	3	18	3	2	8	633	18	6	467	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1147	1153	474	1150	1151	642	481	0	0	651	0	0
Stage 1	486	486	-	658	658	-	-	-	-	-	-	-
Stage 2	661	667	-	492	493	-	-	-	-	-	-	-
Critical Hdwy	5.5	4.9	5.4	6.5	5.9	5.9	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	4.5	3.9	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.5	3.9	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	296	332	661	214	242	504	1092	-	-	935	-	-
Stage 1	703	688	-	510	518	-	-	-	-	-	-	-
Stage 2	610	619	-	610	598	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	287	325	661	205	237	504	1092	-	-	935	-	-
Mov Cap-2 Maneuver	287	325	-	205	237	-	-	-	-	-	-	-
Stage 1	695	682	-	504	512	-	-	-	-	-	-	-
Stage 2	596	612	-	593	593	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.2	23.2	0.1	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1092	-	-	368	222	935	-	-
HCM Lane V/C Ratio	0.007	-	-	0.037	0.109	0.006	-	-
HCM Control Delay (s)	8.3	0	-	15.2	23.2	8.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	8	4	170	24	16	3	418	156	28	279	6
Future Volume (vph)	4	8	4	170	24	16	3	418	156	28	279	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)		-10%			1%			-4%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.990			0.964			0.997	
Flt Protected		0.988			0.961						0.996	
Satd. Flow (prot)	0	1674	0	0	1656	0	0	1763	0	0	1765	0
Flt Permitted		0.988			0.961						0.996	
Satd. Flow (perm)	0	1674	0	0	1656	0	0	1763	0	0	1765	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		384			403			244			1071	
Travel Time (s)		8.7			9.2			5.5			24.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	12%	0%	1%	0%	7%	0%	3%	1%	0%	2%	0%
Adj. Flow (vph)	4	9	4	189	27	18	3	464	173	31	310	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	234	0	0	640	0	0	348	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.10	1.10	1.10	1.02	1.02	1.02	1.07	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	20

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	8	4	170	24	16	3	418	156	28	279	6
Future Vol, veh/h	4	8	4	170	24	16	3	418	156	28	279	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-10	-	-	1	-	-	-4	-	-	3	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	12	0	1	0	7	0	3	1	0	2	0
Mvmt Flow	4	9	4	189	27	18	3	464	173	31	310	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	955	1019	314	939	936	551	317	0	0	637	0	0
Stage 1	376	376	-	557	557	-	-	-	-	-	-	-
Stage 2	579	643	-	382	379	-	-	-	-	-	-	-
Critical Hdwy	5.1	4.62	5.2	7.31	6.7	6.37	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	4.1	3.62	-	6.31	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.1	3.62	-	6.31	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.108	3.3	3.509	4	3.363	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	208	401	798	233	254	517	1255	-	-	956	-	-
Stage 1	800	738	-	501	500	-	-	-	-	-	-	-
Stage 2	696	648	-	629	605	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	249	384	798	220	243	517	1255	-	-	956	-	-
Mov Cap-2 Maneuver	249	384	-	220	243	-	-	-	-	-	-	-
Stage 1	797	709	-	499	498	-	-	-	-	-	-	-
Stage 2	634	645	-	594	581	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.8	104.2	0	0.8
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1255	-	-	429	233	956	-	-
HCM Lane V/C Ratio	0.003	-	-	0.041	1.001	0.033	-	-
HCM Control Delay (s)	7.9	0	-	13.8	104.2	8.9	0	-
HCM Lane LOS	A	A	-	B	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	9.4	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	98	8	272	131	0	217
Future Volume (vph)	98	8	272	131	0	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Grade (%)	7%		-10%			4%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.956			
Flt Protected	0.956					
Satd. Flow (prot)	1662	0	1772	0	0	1886
Flt Permitted	0.956					
Satd. Flow (perm)	1662	0	1772	0	0	1886
Link Speed (mph)	30		30			30
Link Distance (ft)	502		1071			320
Travel Time (s)	11.4		24.3			7.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	5%	2%	0%	2%
Adj. Flow (vph)	111	9	309	149	0	247
Shared Lane Traffic (%)						
Lane Group Flow (vph)	120	0	458	0	0	247
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	0.98	0.98	0.98	0.98
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	98	8	272	131	0	217
Future Vol, veh/h	98	8	272	131	0	217
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	7	-	-10	-	-	4
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	0	5	2	0	2
Mvmt Flow	111	9	309	149	0	247

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	631	384	0	0	458	0
Stage 1	384	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	7.81	6.9	-	-	4.1	-
Critical Hdwy Stg 1	6.81	-	-	-	-	-
Critical Hdwy Stg 2	6.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	349	620	-	-	1114	-
Stage 1	595	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	349	620	-	-	1114	-
Mov Cap-2 Maneuver	349	-	-	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.9	0	0
HCM LOS	C		

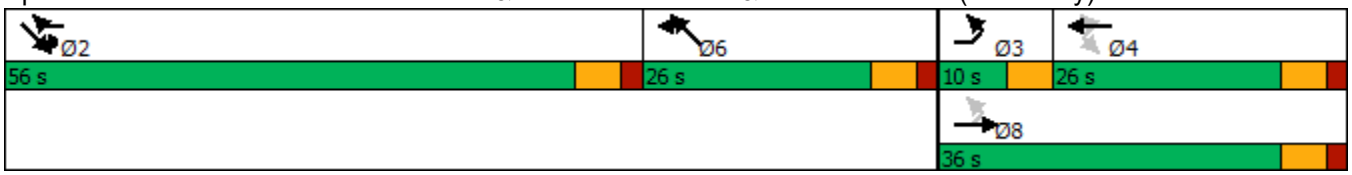
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	361	1114	-
HCM Lane V/C Ratio	-	-	0.334	-	-
HCM Control Delay (s)	-	-	19.9	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.4	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	142	5	29	108	363	461	20	4	1	47	19
Future Volume (vph)	0	142	5	29	108	363	461	20	4	1	47	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	13	11	12	12	12	14	14	14
Grade (%)		-5%			0%			0%			-4%	
Storage Length (ft)	0		0	0		60	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.996				0.850		0.999			0.961	
Flt Protected					0.989			0.955			0.999	
Satd. Flow (prot)	0	1901	0	0	1942	1501	0	1796	0	0	1957	0
Flt Permitted					0.914			0.955			0.999	
Satd. Flow (perm)	0	1901	0	0	1793	1501	0	1796	0	0	1957	0
Right Turn on Red			No			No			No			Yes
Satd. Flow (RTOR)											15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		502			183			594			399	
Travel Time (s)		11.4			4.2			13.5			9.1	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	0%	4%	1%	0%	0%	0%	2%	0%
Adj. Flow (vph)	0	146	5	30	111	374	475	21	4	1	48	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	151	0	0	141	374	0	500	0	0	69	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.96	0.96	1.04	1.00	1.00	1.00	0.89	0.89	0.89
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83	35	20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5	-5	0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5	-5	0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40	40	20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	3	8			4	2	2	2		6	6	
Permitted Phases	8			4		4						
Detector Phase	3	8		4	4	2	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	10.0	36.0		26.0	26.0	56.0	56.0	56.0		26.0	26.0	
Total Split (%)	8.5%	30.5%		22.0%	22.0%	47.5%	47.5%	47.5%		22.0%	22.0%	
Maximum Green (s)	6.0	30.0		20.0	20.0	50.0	50.0	50.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0	3.0	3.0	3.0		2.0	2.0	
Recall Mode	None	None		Max	Max	None	None	None		None	None	
v/c Ratio		0.33			0.26	0.31		0.73			0.33	
Control Delay		26.6			25.8	4.0		25.9			32.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		26.6			25.8	4.0		25.9			32.2	
Queue Length 50th (ft)		52			49	44		186			23	
Queue Length 95th (ft)		127			121	89		306			68	
Internal Link Dist (ft)		422			103			514			319	
Turn Bay Length (ft)						60						
Base Capacity (vph)		849			534	1448		1312			593	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.18			0.26	0.26		0.38			0.12	

Intersection Summary	
Area Type:	Other
Cycle Length: 118	
Actuated Cycle Length: 70.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 17: Memorial Drive & Bradhurst Avenue & NYS Route 141 (Broadway)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	142	5	29	108	363	461	20	4	1	47	19
Future Volume (veh/h)	0	142	5	29	108	363	461	20	4	1	47	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2067	2067	2067	1976	1976	1841	1900	1900	1900	2108	2108	2108
Adj Flow Rate, veh/h	0	146	5	30	111	374	475	21	4	1	48	20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	0	4	0	0	0	2	2	2
Cap, veh/h	33	552	19	150	510	1022	578	26	5	2	78	32
Arrive On Green	0.00	0.32	0.32	0.32	0.32	0.32	0.34	0.34	0.34	0.06	0.06	0.06
Sat Flow, veh/h	0	1986	68	251	1595	1555	1721	76	14	29	1393	580
Grp Volume(v), veh/h	0	0	151	141	0	374	500	0	0	69	0	0
Grp Sat Flow(s),veh/h/ln	0	0	2054	1846	0	1555	1811	0	0	2002	0	0
Q Serve(g_s), s	0.0	0.0	6.2	0.0	0.0	6.8	15.8	0.0	0.0	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	6.2	3.3	0.0	6.8	15.8	0.0	0.0	2.1	0.0	0.0
Prop In Lane	0.00		0.03	0.21		1.00	0.95		0.01	0.01		0.29
Lane Grp Cap(c), veh/h	0	0	0	661	0	1022	609	0	0	112	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.21	0.00	0.37	0.82	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	0	0	0	661	0	1022	1449	0	0	641	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	15.6	0.0	4.9	19.0	0.0	0.0	28.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.7	0.0	1.0	2.8	0.0	0.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.5	0.0	4.7	6.4	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	16.3	0.0	5.9	21.9	0.0	0.0	30.9	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		151			515			500			69	
Approach Delay, s/veh		0.0			8.7			21.9			30.9	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	27.0	26.0	9.5	26.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	50.0	20.0	20.0	30.0
Max Q Clear Time (g_c+I1), s	17.8	8.8	4.1	8.2
Green Ext Time (p_c), s	3.2	1.1	0.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	383	238	156	501	0	0
Future Volume (vph)	383	238	156	501	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	15	15
Grade (%)	-1%			-2%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.948					
Flt Protected				0.988		
Satd. Flow (prot)	1775	0	0	2045	0	2132
Flt Permitted				0.988		
Satd. Flow (perm)	1775	0	0	2045	0	2132
Link Speed (mph)	30			30	30	
Link Distance (ft)	183			641	431	
Travel Time (s)	4.2			14.6	9.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	6%	0%	0%
Adj. Flow (vph)	426	264	173	557	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	690	0	0	730	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.84	0.84	0.86	0.86
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

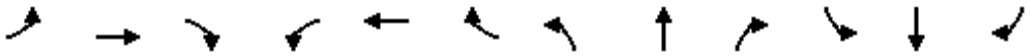
Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	383	238	156	501	0	0
Future Vol, veh/h	383	238	156	501	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-2	-4	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	6	0	0
Mvmt Flow	426	264	173	557	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	690	0	-	558
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	5.8
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.3
Pot Cap-1 Maneuver	-	-	905	-	0	567
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	905	-	-	567
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	905	-
HCM Lane V/C Ratio	-	-	-	0.192	-
HCM Control Delay (s)	0	-	-	9.9	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.7	-

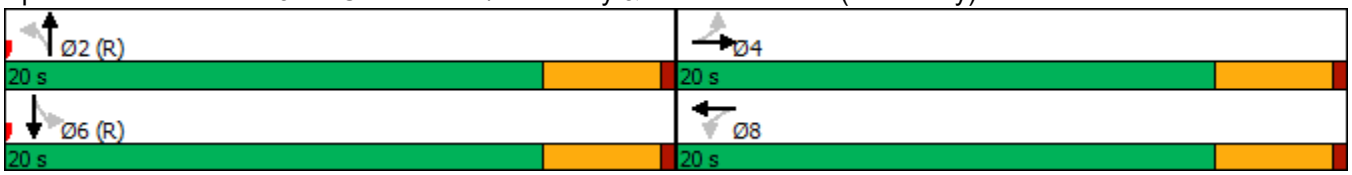


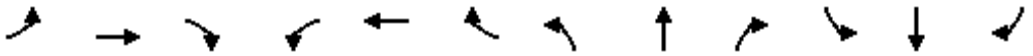
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	331	29	18	382	18	191	13	83	23	2	84
Future Volume (vph)	23	331	29	18	382	18	191	13	83	23	2	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	16	16	16	16	16	16
Grade (%)		1%			-5%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.990			0.994			0.961			0.896	
Flt Protected		0.997			0.998			0.968			0.989	
Satd. Flow (prot)	0	1877	0	0	1874	0	0	1962	0	0	1833	0
Flt Permitted		0.960			0.975			0.726			0.905	
Satd. Flow (perm)	0	1807	0	0	1831	0	0	1471	0	0	1676	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			7			61			94	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		641			362			242			222	
Travel Time (s)		14.6			8.2			5.5			5.0	
Confl. Peds. (#/hr)			1	1					2	2		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	14%	2%	0%	6%	6%	18%	1%	0%	1%	0%	0%	4%
Adj. Flow (vph)	26	372	33	20	429	20	215	15	93	26	2	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	431	0	0	469	0	0	323	0	0	122	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.85	0.85	0.85	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.59			0.64			0.52			0.17	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		13.2			14.4			10.9			3.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.2			14.4			10.9			3.9	
Queue Length 50th (ft)		68			78			40			4	
Queue Length 95th (ft)		131			146			90			23	
Internal Link Dist (ft)		561			282			162			142	
Turn Bay Length (ft)												
Base Capacity (vph)		730			736			625			726	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.59			0.64			0.52			0.17	

Intersection Summary	
Area Type:	Other
Cycle Length: 40	
Actuated Cycle Length: 40	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Pretimed	

Splits and Phases: 19: W Cross Street/Broadway & NYS Route 141 (Broadway)

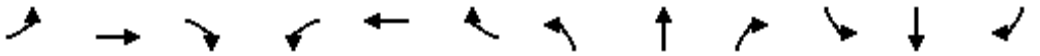




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	331	29	18	382	18	191	13	83	23	2	84
Future Volume (veh/h)	23	331	29	18	382	18	191	13	83	23	2	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1939	1939	2087	2087	2087	1970	1970	1970	1952	1952	1952
Adj Flow Rate, veh/h	26	372	33	20	429	20	215	15	93	26	2	94
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	6	6	6	0	0	0	0	0	0
Cap, veh/h	115	669	57	108	767	35	521	59	174	191	68	502
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	49	1673	143	35	1918	87	928	148	435	204	170	1255
Grp Volume(v), veh/h	431	0	0	469	0	0	323	0	0	122	0	0
Grp Sat Flow(s),veh/h/ln	1865	0	0	2039	0	0	1511	0	0	1629	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.0	0.0	0.0	7.0	0.0	0.0	6.1	0.0	0.0	1.8	0.0	0.0
Prop In Lane	0.06		0.08	0.04		0.04	0.67		0.29	0.21		0.77
Lane Grp Cap(c), veh/h	841	0	0	910	0	0	754	0	0	761	0	0
V/C Ratio(X)	0.51	0.00	0.00	0.52	0.00	0.00	0.43	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	841	0	0	910	0	0	754	0	0	761	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.3	0.0	0.0	9.3	0.0	0.0	8.9	0.0	0.0	7.8	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.0	0.0	2.1	0.0	0.0	1.8	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	2.8	0.0	0.0	1.9	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	0.0	11.4	0.0	0.0	10.7	0.0	0.0	8.2	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		431			469			323			122	
Approach Delay, s/veh		11.5			11.4			10.7			8.2	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.0	20.0	20.0	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	16.0	16.0	16.0
Max Q Clear Time (g_c+I1), s	8.1	9.0	3.8	9.0
Green Ext Time (p_c), s	1.1	1.4	0.4	1.5

Intersection Summary	
HCM 6th Ctrl Delay	11.0
HCM 6th LOS	B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	2	6	8	0	51	0	1294	88	1	547	0
Future Volume (vph)	1	2	6	8	0	51	0	1294	88	1	547	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	11	11	11	11	11	11
Grade (%)		4%			-10%			0%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.905			0.884			0.990				
Flt Protected		0.995			0.993							
Satd. Flow (prot)	0	1900	0	0	1751	0	0	3300	0	0	3050	0
Flt Permitted		0.995			0.993							
Satd. Flow (perm)	0	1900	0	0	1751	0	0	3300	0	0	3050	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		196			421			1159			795	
Travel Time (s)		4.5			9.6			17.6			12.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	15%	0%
Adj. Flow (vph)	1	2	7	9	0	55	0	1407	96	1	595	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	64	0	0	1503	0	0	596	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.87	0.87	0.87	0.94	0.94	0.94	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Vol, veh/h	1	2	6	8	0	51	0	1294	88	1	547	0
Future Vol, veh/h	1	2	6	8	0	51	0	1294	88	1	547	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	-10	-	-	0	-	-	-1	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	0	15	0
Mvmt Flow	1	2	7	9	0	55	0	1407	96	1	595	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1301	2100	298	1756	2052	752	595	0	0	1503	0	0
Stage 1	597	597	-	1455	1455	-	-	-	-	-	-	-
Stage 2	704	1503	-	301	597	-	-	-	-	-	-	-
Critical Hdwy	8.3	7.3	7.3	5.5	4.5	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.3	6.3	-	4.5	3.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.3	6.3	-	4.5	3.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	90	33	681	147	176	440	991	-	-	452	-	-
Stage 1	404	433	-	312	441	-	-	-	-	-	-	-
Stage 2	341	133	-	814	689	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	78	33	681	138	175	440	991	-	-	452	-	-
Mov Cap-2 Maneuver	78	33	-	138	175	-	-	-	-	-	-	-
Stage 1	404	432	-	312	441	-	-	-	-	-	-	-
Stage 2	298	133	-	800	687	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	41.3	18.1	0	0
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	991	-	-	109	339	452	-	-
HCM Lane V/C Ratio	-	-	-	0.09	0.189	0.002	-	-
HCM Control Delay (s)	0	-	-	41.3	18.1	13	0	-
HCM Lane LOS	A	-	-	E	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.7	0	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1130	43	41	539	177	252
Future Volume (vph)	1130	43	41	539	177	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Grade (%)	1%			0%	-7%	
Storage Length (ft)		0	0		0	60
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		1.00		1.00	
Frt	0.995					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3288	0	1694	1625	1814	1655
Flt Permitted			0.139		0.950	
Satd. Flow (perm)	3288	0	248	1625	1809	1655
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8					142
Link Speed (mph)	45			45	30	
Link Distance (ft)	1261			602	366	
Travel Time (s)	19.1			9.1	8.3	
Confl. Peds. (#/hr)		1	1		1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	5%	3%	13%	3%	1%
Adj. Flow (vph)	1299	49	47	620	203	290
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1348	0	47	620	203	290
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.05	1.05	1.04	1.04	0.96	0.96
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	20.0		9.0	20.0	20.0	20.0
Total Split (s)	91.0		9.0	100.0	20.0	20.0
Total Split (%)	75.8%		7.5%	83.3%	16.7%	16.7%
Maximum Green (s)	86.0		4.0	95.0	15.0	15.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Min		None	C-Min	Min	Min
v/c Ratio	0.61		0.18	0.51	0.66	0.73
Control Delay	21.1		6.3	8.6	56.5	34.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	21.1		6.3	8.6	56.5	34.2
Queue Length 50th (ft)	382		8	171	149	109
Queue Length 95th (ft)	459		21	283	208	185
Internal Link Dist (ft)	1181			522	286	
Turn Bay Length (ft)						60
Base Capacity (vph)	2410		262	1287	309	400
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.56		0.18	0.48	0.66	0.72

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 21: Skyline Drive & NYS Route 9A



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1130	43	41	539	177	252
Future Volume (veh/h)	1130	43	41	539	177	252
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1820	1820	1856	1707	2130	2160
Adj Flow Rate, veh/h	1299	49	47	620	203	290
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	5	5	3	13	3	1
Cap, veh/h	2459	93	328	1352	254	229
Arrive On Green	0.72	0.72	0.03	0.79	0.13	0.13
Sat Flow, veh/h	3489	128	1767	1707	2029	1831
Grp Volume(v), veh/h	660	688	47	620	203	290
Grp Sat Flow(s),veh/h/ln	1729	1797	1767	1707	2029	1831
Q Serve(g_s), s	20.5	20.6	0.8	14.3	11.7	15.0
Cycle Q Clear(g_c), s	20.5	20.6	0.8	14.3	11.7	15.0
Prop In Lane		0.07	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1251	1300	328	1352	254	229
V/C Ratio(X)	0.53	0.53	0.14	0.46	0.80	1.27
Avail Cap(c_a), veh/h	1251	1300	341	1352	254	229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.4	7.4	5.8	4.1	51.0	52.5
Incr Delay (d2), s/veh	1.3	1.3	0.2	1.1	16.5	150.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	6.8	0.2	3.7	7.1	16.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.7	8.7	6.0	5.2	67.6	202.6
LnGrp LOS	A	A	A	A	E	F
Approach Vol, veh/h	1348			667	493	
Approach Delay, s/veh	8.7			5.3	147.0	
Approach LOS	A			A	F	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.2	91.8				100.0	20.0
Change Period (Y+Rc), s	5.0	5.0				5.0	5.0
Max Green Setting (Gmax), s	4.0	86.0				95.0	15.0
Max Q Clear Time (g_c+I1), s	2.8	22.6				16.3	17.0
Green Ext Time (p_c), s	0.0	11.8				4.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	35.0
HCM 6th LOS	C

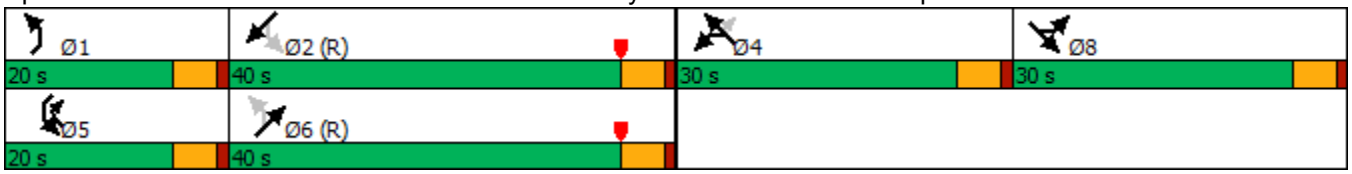
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	261	17	39	44	11	29	288	863	51	56	596	84
Future Volume (vph)	261	17	39	44	11	29	288	863	51	56	596	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	11	11	11	11	11	11
Grade (%)		5%			-9%			-1%			-1%	
Storage Length (ft)	150		0	100		60	230		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00				0.99						
Frt		0.963				0.850		0.992			0.982	
Flt Protected	0.950	0.969		0.950	0.971		0.950			0.950		
Satd. Flow (prot)	1560	1533	0	1732	1770	1631	1754	3260	0	1719	3044	0
Flt Permitted	0.950	0.969		0.950	0.971		0.222			0.276		
Satd. Flow (perm)	1558	1531	0	1732	1770	1610	410	3260	0	499	3044	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				64		5			13	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		211			341			3169			1261	
Travel Time (s)		4.8			7.8			48.0			19.1	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	7%	2%	2%	15%	0%
Adj. Flow (vph)	297	19	44	50	13	33	327	981	58	64	677	95
Shared Lane Traffic (%)	39%			38%								
Lane Group Flow (vph)	181	179	0	31	32	33	327	1039	0	64	772	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.13	1.13	1.13	0.99	0.99	0.99	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template												
Leading Detector (ft)	35	83		35	83	35	35	83		35	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

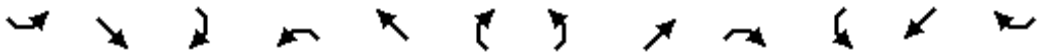
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4	5	1	6		5	2	
Permitted Phases						4	6			2		
Detector Phase	8	8		4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	20.0	20.0	40.0		20.0	40.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%	16.7%	16.7%	33.3%		16.7%	33.3%	
Maximum Green (s)	25.0	25.0		25.0	25.0	15.0	15.0	35.0		15.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
v/c Ratio	0.76	0.73		0.31	0.32	0.15	0.57	0.53		0.21	0.60	
Control Delay	68.2	62.1		61.8	61.8	2.7	14.0	17.8		14.2	33.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	68.2	62.1		61.8	61.8	2.7	14.0	17.8		14.2	33.2	
Queue Length 50th (ft)	143	131		25	25	0	95	250		20	231	
Queue Length 95th (ft)	208	196		56	57	5	182	379		m40	374	
Internal Link Dist (ft)		131			261			3089			1181	
Turn Bay Length (ft)	150			100		60	230			150		
Base Capacity (vph)	326	329		360	368	335	577	1969		423	1280	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.56	0.54		0.09	0.09	0.10	0.57	0.53		0.15	0.60	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: NYS Route 9A & 1824 Drwy/SMRP NB On/Off Ramps





Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	261	17	39	44	11	29	288	863	51	56	596	84
Future Volume (veh/h)	261	17	39	44	11	29	288	863	51	56	596	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1753	1753	1753	2254	2254	2254	1939	1834	1834	1909	1714	1714
Adj Flow Rate, veh/h	352	0	0	31	39	33	327	981	58	64	677	95
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	7	7	2	15	15
Cap, veh/h	418	219	0	87	91	147	547	2110	125	392	1667	234
Arrive On Green	0.13	0.00	0.00	0.04	0.04	0.04	0.09	0.63	0.63	0.04	0.58	0.58
Sat Flow, veh/h	3339	1753	0	2147	2254	1896	1847	3344	198	1818	2868	402
Grp Volume(v), veh/h	352	0	0	31	39	33	327	511	528	64	384	388
Grp Sat Flow(s),veh/h/ln	1669	1753	0	2147	2254	1896	1847	1743	1799	1818	1628	1642
Q Serve(g_s), s	12.4	0.0	0.0	1.7	2.0	2.0	8.1	18.4	18.4	1.7	15.5	15.6
Cycle Q Clear(g_c), s	12.4	0.0	0.0	1.7	2.0	2.0	8.1	18.4	18.4	1.7	15.5	15.6
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.11	1.00		0.24
Lane Grp Cap(c), veh/h	418	219	0	87	91	147	547	1100	1135	392	946	954
V/C Ratio(X)	0.84	0.00	0.00	0.36	0.43	0.23	0.60	0.46	0.46	0.16	0.41	0.41
Avail Cap(c_a), veh/h	696	365	0	447	470	465	618	1100	1135	552	946	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	51.3	0.0	0.0	56.1	56.2	52.0	9.6	11.5	11.5	9.8	13.8	13.8
Incr Delay (d2), s/veh	2.1	0.0	0.0	0.9	1.2	0.3	0.7	1.4	1.4	0.1	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	0.0	0.9	1.2	0.9	2.8	6.8	6.9	0.6	5.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	0.0	0.0	57.0	57.4	52.3	10.3	13.0	12.9	9.9	14.8	14.8
LnGrp LOS	D	A	A	E	E	D	B	B	B	A	B	B
Approach Vol, veh/h		352			103			1366			836	
Approach Delay, s/veh		53.4			55.7			12.3			14.5	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.4	74.7		9.8	9.4	80.7		20.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	35.0		25.0	15.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	10.1	17.6		4.0	3.7	20.4		14.4				
Green Ext Time (p_c), s	0.3	3.7		0.2	0.0	4.9		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	179	56	1125	69	8	706
Future Volume (vph)	179	56	1125	69	8	706
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		-5%			5%
Storage Length (ft)	0	210		260	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950					0.999
Satd. Flow (prot)	1841	1663	3407	1539	0	3008
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1841	1663	3407	1539	0	3008
Link Speed (mph)	30		45			45
Link Distance (ft)	390		1407			3169
Travel Time (s)	8.9		21.3			48.0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	1%	0%	5%	4%	12%	13%
Adj. Flow (vph)	218	68	1372	84	10	861
Shared Lane Traffic (%)						
Lane Group Flow (vph)	218	68	1372	84	0	871
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.01	1.01	1.08	1.08
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	37.9

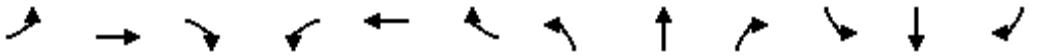
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	179	56	1125	69	8	706
Future Vol, veh/h	179	56	1125	69	8	706
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	210	-	260	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-6	-	-5	-	-	5
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	1	0	5	4	12	13
Mvmt Flow	218	68	1372	84	10	861

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1823	686	0	0	1372	0
Stage 1	1372	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Critical Hdwy	5.62	6.3	-	-	4.34	-
Critical Hdwy Stg 1	4.62	-	-	-	-	-
Critical Hdwy Stg 2	4.62	-	-	-	-	-
Follow-up Hdwy	3.51	3.3	-	-	2.32	-
Pot Cap-1 Maneuver	~127	442	-	-	447	-
Stage 1	320	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~122	442	-	-	447	-
Mov Cap-2 Maneuver	~122	-	-	-	-	-
Stage 1	306	-	-	-	-	-
Stage 2	711	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$944.2	0	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	122	442	447	-
HCM Lane V/C Ratio	-	-	1.789	0.155	0.022	-
HCM Control Delay (s)	-	-	$ 447.3	14.6	13.2	0.3
HCM Lane LOS	-	-	F	B	B	A
HCM 95th %tile Q(veh)	-	-	16.9	0.5	0.1	-

Notes				
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon	



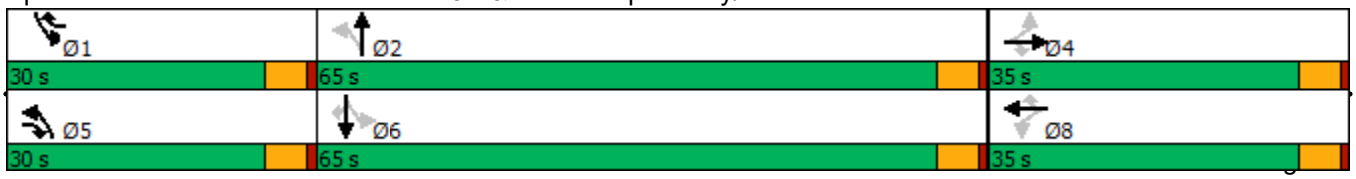
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	41	134	198	28	168	167	894	32	137	633	67
Future Volume (vph)	105	41	134	198	28	168	167	894	32	137	633	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		5%			-6%			2%			-2%	
Storage Length (ft)	0		240	0		210	260		0	140		260
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor		1.00				0.99						
Frt			0.850			0.850		0.995				0.850
Flt Protected		0.965			0.958		0.950			0.950		
Satd. Flow (prot)	0	1775	1559	0	1797	1546	1710	3275	0	1647	3147	1577
Flt Permitted		0.501			0.599		0.276			0.152		
Satd. Flow (perm)	0	921	1559	0	1123	1524	497	3275	0	264	3147	1577
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			55		4				77
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		782			1110			1260			1407	
Travel Time (s)		17.8			30.3			19.1			21.3	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	1%	0%	1%	1%	0%	4%	1%	5%	4%	7%	12%	0%
Adj. Flow (vph)	121	47	154	228	32	193	192	1028	37	157	728	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	168	154	0	260	193	192	1065	0	157	728	77
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.01	1.01	1.01	1.06	1.06	1.06	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83		35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Detector Phase	4	4	5	8	8	1	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0	5.0	8.0	8.0	5.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	13.0	13.0	10.0	35.0	35.0	10.0	10.0	28.0		10.0	15.0	15.0
Total Split (s)	35.0	35.0	30.0	35.0	35.0	30.0	30.0	65.0		30.0	65.0	65.0
Total Split (%)	26.9%	26.9%	23.1%	26.9%	26.9%	23.1%	23.1%	50.0%		23.1%	50.0%	50.0%
Maximum Green (s)	30.0	30.0	25.0	30.0	30.0	25.0	25.0	60.0		25.0	60.0	60.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	5.0		2.0	5.0	5.0
Recall Mode	None	None	None	Ped	Ped	None	None	Min		None	Min	Min
Walk Time (s)				7.0	7.0			7.0				
Flash Dont Walk (s)				23.0	23.0			16.0				
Pedestrian Calls (#/hr)				2	2			0				
v/c Ratio		0.59	0.19		0.74	0.30	0.48	0.73		0.60	0.54	0.11
Control Delay		41.8	5.1		48.0	14.9	13.2	25.5		19.8	22.1	4.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		41.8	5.1		48.0	14.9	13.2	25.5		19.8	22.1	4.0
Queue Length 50th (ft)		86	6		142	49	51	274		41	171	0
Queue Length 95th (ft)		#204	45		#327	116	79	347		65	220	22
Internal Link Dist (ft)		702			1030			1180			1327	
Turn Bay Length (ft)			240			210	260			140		260
Base Capacity (vph)		286	1021		349	898	605	2038		513	1957	1009
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.59	0.15		0.74	0.21	0.32	0.52		0.31	0.37	0.08

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 97.8
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

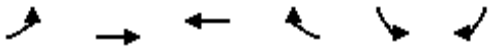
Splits and Phases: 24: NYS Route 9A & Home Depot Drwy/Dana Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	41	134	198	28	168	167	894	32	137	633	67
Future Volume (veh/h)	105	41	134	198	28	168	167	894	32	137	633	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1753	1753	1738	2136	2136	2076	1862	1802	1802	1874	1799	1979
Adj Flow Rate, veh/h	121	47	154	228	32	193	192	1028	37	157	728	77
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	1	0	0	4	1	5	5	7	12	0
Cap, veh/h	68	15	612	75	0	709	405	1451	52	304	1428	701
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.08	0.43	0.43	0.07	0.42	0.42
Sat Flow, veh/h	0	45	1470	0	0	1756	1773	3371	121	1784	3417	1677
Grp Volume(v), veh/h	168	0	154	260	0	193	192	522	543	157	728	77
Grp Sat Flow(s),veh/h/ln	45	0	1470	0	0	1756	1773	1712	1780	1784	1709	1677
Q Serve(g_s), s	0.0	0.0	6.2	0.0	0.0	6.7	5.5	22.6	22.6	4.5	14.3	2.5
Cycle Q Clear(g_c), s	30.0	0.0	6.2	30.0	0.0	6.7	5.5	22.6	22.6	4.5	14.3	2.5
Prop In Lane	0.72		1.00	0.88		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	83	0	612	75	0	709	405	737	767	304	1428	701
V/C Ratio(X)	2.01	0.00	0.25	3.48	0.00	0.27	0.47	0.71	0.71	0.52	0.51	0.11
Avail Cap(c_a), veh/h	83	0	612	75	0	709	745	1135	1181	668	2266	1112
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	0.0	17.2	45.2	0.0	18.1	14.1	21.1	21.1	16.5	19.5	16.1
Incr Delay (d2), s/veh	495.0	0.0	0.1	1149.8	0.0	0.1	0.3	2.7	2.6	0.5	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	0.0	2.1	25.5	0.0	2.7	2.0	8.6	9.0	1.6	5.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	534.9	0.0	17.3	1195.0	0.0	18.1	14.4	23.8	23.7	17.0	20.1	16.2
LnGrp LOS	F	A	B	F	A	B	B	C	C	B	C	B
Approach Vol, veh/h		322			453			1257			962	
Approach Delay, s/veh		287.4			693.6			22.3			19.3	
Approach LOS		F			F			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	44.0		35.0	12.7	42.8		35.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	25.0	60.0		30.0	25.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	6.5	24.6		32.0	7.5	16.3		32.0				
Green Ext Time (p_c), s	0.2	14.3		0.0	0.3	10.9		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	151.4
HCM 6th LOS	F



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	141	27	84	49	25	101
Future Volume (vph)	141	27	84	49	25	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	12	12
Grade (%)		0%	-3%		0%	
Storage Length (ft)	0			0	135	0
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.950			0.850
Flt Protected		0.960			0.950	
Satd. Flow (prot)	0	1797	1916	0	1492	1615
Flt Permitted		0.960			0.950	
Satd. Flow (perm)	0	1797	1916	0	1492	1615
Link Speed (mph)		25	25		25	
Link Distance (ft)		187	218		301	
Travel Time (s)		5.1	5.9		8.2	
Confl. Peds. (#/hr)	23			23		
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	1%	4%	8%	9%	21%	0%
Adj. Flow (vph)	199	38	118	69	35	142
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	237	187	0	35	142
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.83	0.83	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

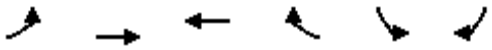
Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	141	27	84	49	25	101
Future Vol, veh/h	141	27	84	49	25	101
Conflicting Peds, #/hr	23	0	0	23	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	135	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-3	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	1	4	8	9	21	0
Mvmt Flow	199	38	118	69	35	142

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	210	0	-	0	612	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	436	-
Critical Hdwy	4.11	-	-	-	6.61	6.2
Critical Hdwy Stg 1	-	-	-	-	5.61	-
Critical Hdwy Stg 2	-	-	-	-	5.61	-
Follow-up Hdwy	2.209	-	-	-	3.689	3.3
Pot Cap-1 Maneuver	1367	-	-	-	427	872
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	613	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1341	-	-	-	348	855
Mov Cap-2 Maneuver	-	-	-	-	348	-
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	601	-

Approach	EB	WB	SB
HCM Control Delay, s	6.8	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1341	-	-	-	348	855
HCM Lane V/C Ratio	0.148	-	-	-	0.101	0.166
HCM Control Delay (s)	8.2	0	-	-	16.5	10
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.3	0.6



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	48	11	105	26	13	305
Future Volume (vph)	48	11	105	26	13	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-1%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.974		0.871	
Flt Protected		0.961			0.998	
Satd. Flow (prot)	0	1773	1860	0	1638	0
Flt Permitted		0.961			0.998	
Satd. Flow (perm)	0	1773	1860	0	1638	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		265	229		218	
Travel Time (s)		7.2	6.2		5.9	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	3%	0%	0%	0%	0%	3%
Adj. Flow (vph)	58	13	127	31	16	367
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	71	158	0	383	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	48	11	105	26	13	305
Future Vol, veh/h	48	11	105	26	13	305
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	3	0	0	0	0	3
Mvmt Flow	58	13	127	31	16	367
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.7	8.9	9.6
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	81%	0%	4%
Vol Thru, %	19%	80%	0%
Vol Right, %	0%	20%	96%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	59	131	318
LT Vol	48	0	13
Through Vol	11	105	0
RT Vol	0	26	305
Lane Flow Rate	71	158	383
Geometry Grp	1	1	1
Degree of Util (X)	0.101	0.204	0.414
Departure Headway (Hd)	5.095	4.658	3.893
Convergence, Y/N	Yes	Yes	Yes
Cap	702	769	927
Service Time	3.138	2.698	1.912
HCM Lane V/C Ratio	0.101	0.205	0.413
HCM Control Delay	8.7	8.9	9.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.8	2.1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	40	184	83	274	107	19
Future Volume (vph)	40	184	83	274	107	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Grade (%)	4%			-4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.889				0.980	
Flt Protected				0.989	0.959	
Satd. Flow (prot)	1633	0	0	1874	1931	0
Flt Permitted				0.989	0.959	
Satd. Flow (perm)	1633	0	0	1874	1931	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1110			104	652	
Travel Time (s)	30.3			2.8	17.8	
Confl. Peds. (#/hr)					1	1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	3%	1%	0%	3%	2%	0%
Adj. Flow (vph)	49	224	101	334	130	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	273	0	0	435	153	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

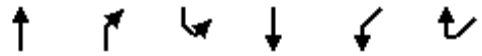
Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	184	83	274	107	19
Future Vol, veh/h	40	184	83	274	107	19
Conflicting Peds, #/hr	0	0	0	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	-4	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	1	0	3	2	0
Mvmt Flow	49	224	101	334	130	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	273	0	698	162
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	537	-
Critical Hdwy	-	-	4.1	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1302	-	407	888
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	586	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1302	-	368	887
Mov Cap-2 Maneuver	-	-	-	-	368	-
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	585	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	19.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	404	-	-	1302	-
HCM Lane V/C Ratio	0.38	-	-	0.078	-
HCM Control Delay (s)	19.3	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.7	-	-	0.3	-



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	226	189	17	144	163	23
Future Volume (vph)	226	189	17	144	163	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-1%	10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939				0.983	
Flt Protected				0.995	0.958	
Satd. Flow (prot)	1672	0	0	1788	1677	0
Flt Permitted				0.995	0.958	
Satd. Flow (perm)	1672	0	0	1788	1677	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	410			565	400	
Travel Time (s)	7.0			9.6	9.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	9%	4%	0%	7%	1%	4%
Adj. Flow (vph)	243	203	18	155	175	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	446	0	0	173	200	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.07	1.07
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	6

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	226	189	17	144	163	23
Future Vol, veh/h	226	189	17	144	163	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-1	10	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	4	0	7	1	4
Mvmt Flow	243	203	18	155	175	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	446	0	536	345
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	191	-
Critical Hdwy	-	-	4.1	-	8.41	7.24
Critical Hdwy Stg 1	-	-	-	-	7.41	-
Critical Hdwy Stg 2	-	-	-	-	7.41	-
Follow-up Hdwy	-	-	2.2	-	3.509	3.336
Pot Cap-1 Maneuver	-	-	1125	-	377	630
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	759	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1125	-	370	630
Mov Cap-2 Maneuver	-	-	-	-	370	-
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	759	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.9	23.6
HCM LOS			C

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1125	-	390
HCM Lane V/C Ratio	-	-	0.016	-	0.513
HCM Control Delay (s)	-	-	8.3	0	23.6
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.1	-	2.8

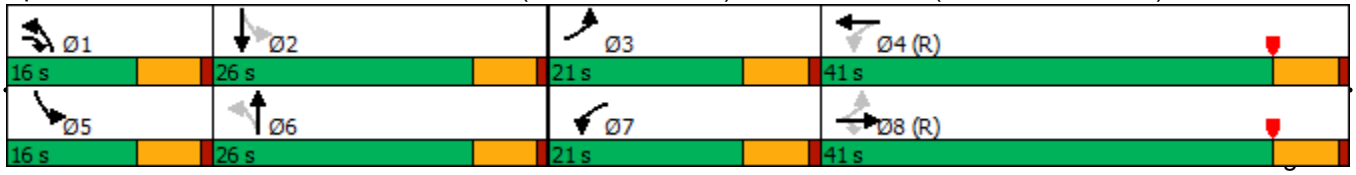
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	644	245	56	521	31	208	147	53	72	156	203
Future Volume (vph)	125	644	245	56	521	31	208	147	53	72	156	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	10	11	11
Grade (%)		7%			-5%			-2%			3%	
Storage Length (ft)	230		0	115		0	290		0	160		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.98	1.00	1.00			0.99		1.00		
Frt			0.850		0.992			0.960			0.915	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1635	1755	1492	1788	1774	0	1678	1717	0	1627	1600	0
Flt Permitted	0.164			0.147			0.163			0.598		
Satd. Flow (perm)	282	1755	1460	277	1774	0	288	1717	0	1022	1600	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			253		3			16			56	
Link Speed (mph)		40			35			30			30	
Link Distance (ft)		434			857			659			593	
Travel Time (s)		7.4			16.7			15.0			13.5	
Confl. Peds. (#/hr)	3		1	1		3			2	2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	1%	1%	0%	5%	7%	5%	9%	0%	2%	4%	3%
Adj. Flow (vph)	129	664	253	58	537	32	214	152	55	74	161	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	129	664	253	58	569	0	214	207	0	74	370	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.01	1.01	1.01	1.03	0.99	0.99	1.11	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template												
Leading Detector (ft)	35	83	35	35	83		35	83		35	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

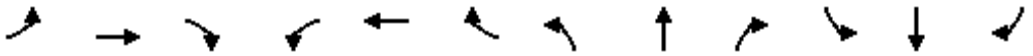
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Detector Phase	3	8	1	7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	16.0	11.0	11.0	16.0		11.0	16.0		11.0	16.0	
Total Split (s)	21.0	41.0	16.0	21.0	41.0		16.0	26.0		16.0	26.0	
Total Split (%)	20.2%	39.4%	15.4%	20.2%	39.4%		15.4%	25.0%		15.4%	25.0%	
Maximum Green (s)	15.0	35.0	10.0	15.0	35.0		10.0	20.0		10.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	
v/c Ratio	0.48	0.86	0.28	0.27	0.82		0.96	0.50		0.23	1.05	
Control Delay	18.5	40.2	2.2	15.4	40.2		80.8	38.3		25.7	97.8	
Queue Delay	0.0	31.2	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.5	71.4	2.2	15.4	40.2		80.8	38.3		25.7	97.8	
Queue Length 50th (ft)	41	402	0	18	328		106	114		33	~237	
Queue Length 95th (ft)	72	#647	34	37	#570		#257	194		66	#421	
Internal Link Dist (ft)		354			777			579			513	
Turn Bay Length (ft)	230			115			290			160		
Base Capacity (vph)	346	775	905	364	697		223	416		352	352	
Starvation Cap Reductn	0	144	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.37	1.05	0.28	0.16	0.82		0.96	0.50		0.21	1.05	

Intersection Summary

Area Type: Other
Cycle Length: 104
Actuated Cycle Length: 104
Offset: 67 (64%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 29: NYS Route 100A (Knollwood Road)/NYS Route 100 (Bradhurst Avenue) & NYS Route 100C (Grassl

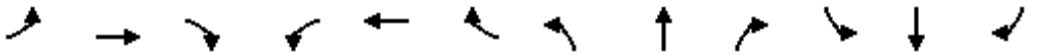




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	644	245	56	521	31	208	147	53	72	156	203
Future Volume (veh/h)	125	644	245	56	521	31	208	147	53	72	156	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1567	1597	1597	2097	2022	2022	1904	1844	1844	1817	1788	1788
Adj Flow Rate, veh/h	129	664	253	58	537	32	214	152	55	74	161	209
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	1	1	0	5	5	5	9	9	2	4	4
Cap, veh/h	298	691	714	185	777	46	244	311	113	310	136	176
Arrive On Green	0.07	0.43	0.43	0.05	0.41	0.41	0.10	0.24	0.24	0.05	0.19	0.19
Sat Flow, veh/h	1492	1597	1348	1997	1888	113	1813	1290	467	1731	705	915
Grp Volume(v), veh/h	129	664	253	58	0	569	214	0	207	74	0	370
Grp Sat Flow(s),veh/h/ln	1492	1597	1348	1997	0	2001	1813	0	1757	1731	0	1620
Q Serve(g_s), s	5.1	42.0	11.3	1.7	0.0	24.3	9.8	0.0	10.5	3.5	0.0	20.0
Cycle Q Clear(g_c), s	5.1	42.0	11.3	1.7	0.0	24.3	9.8	0.0	10.5	3.5	0.0	20.0
Prop In Lane	1.00		1.00	1.00		0.06	1.00		0.27	1.00		0.56
Lane Grp Cap(c), veh/h	298	691	714	185	0	823	244	0	424	310	0	311
V/C Ratio(X)	0.43	0.96	0.35	0.31	0.00	0.69	0.88	0.00	0.49	0.24	0.00	1.19
Avail Cap(c_a), veh/h	410	691	714	377	0	823	244	0	424	395	0	311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.8	28.7	14.2	23.9	0.0	25.2	31.1	0.0	33.9	31.6	0.0	42.0
Incr Delay (d2), s/veh	0.3	24.5	1.3	0.4	0.0	4.7	27.6	0.0	0.3	0.1	0.0	112.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	19.5	3.4	0.8	0.0	12.1	6.1	0.0	4.5	1.5	0.0	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	53.1	15.5	24.3	0.0	29.9	58.7	0.0	34.3	31.7	0.0	154.1
LnGrp LOS	B	D	B	C	A	C	E	A	C	C	A	F
Approach Vol, veh/h		1046			627			421			444	
Approach Delay, s/veh		39.8			29.4			46.7			133.7	
Approach LOS		D			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	26.0	13.2	48.8	10.9	31.1	11.0	51.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	20.0	15.0	35.0	10.0	20.0	15.0	35.0
Max Q Clear Time (g_c+I1), s	11.3	22.0	7.1	26.3	5.5	12.5	3.7	44.0
Green Ext Time (p_c), s	0.0	0.0	0.1	1.4	0.0	0.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

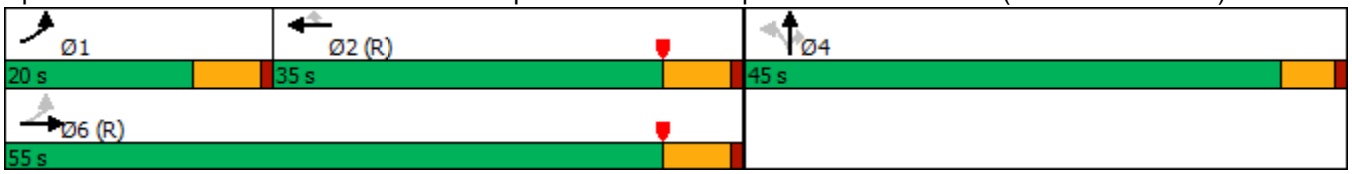


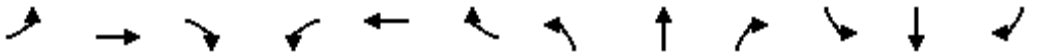
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	684	0	0	768	163	286	2	330	0	0	0
Future Volume (vph)	117	684	0	0	768	163	286	2	330	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		5%			-7%			4%			6%	
Storage Length (ft)	325		0	0		135	0		325	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	86			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt						0.850			0.850			
Flt Protected	0.950							0.953				
Satd. Flow (prot)	1643	3451	0	0	3593	1655	0	1723	1583	0	0	0
Flt Permitted	0.257							0.953				
Satd. Flow (perm)	444	3451	0	0	3593	1619	0	1723	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						131			165			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		444			434			670			395	
Travel Time (s)		7.6			7.4			15.2			9.0	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	4%	1%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	121	705	0	0	792	168	295	2	340	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	705	0	0	792	168	0	297	340	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.13	1.03	1.03	0.96	0.96	0.96	1.03	1.03	1.03	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template							Left					
Leading Detector (ft)	35	83			83	35	20	83	35			
Trailing Detector (ft)	-5	-5			-5	-5	0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5	-5	0	-5	-5			
Detector 1 Size(ft)	40	40			40	40	20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		43			43			43				
Detector 2 Size(ft)		40			40			40				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			4				
Permitted Phases	6					2	4		4			
Detector Phase	1	6			2	2	4	4	4			
Switch Phase												
Minimum Initial (s)	2.0	2.0			2.0	2.0	4.0	4.0	4.0			
Minimum Split (s)	8.0	8.0			8.0	8.0	9.0	9.0	9.0			
Total Split (s)	20.0	55.0			35.0	35.0	45.0	45.0	45.0			
Total Split (%)	20.0%	55.0%			35.0%	35.0%	45.0%	45.0%	45.0%			
Maximum Green (s)	14.0	49.0			29.0	29.0	40.0	40.0	40.0			
Yellow Time (s)	5.0	5.0			5.0	5.0	4.0	4.0	4.0			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0	6.0		5.0	5.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.0	0.2			0.2	0.2	4.0	4.0	4.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
v/c Ratio	0.32	0.32			0.44	0.19		0.68	0.65			
Control Delay	7.5	7.2			18.9	6.1		40.8	21.6			
Queue Delay	0.0	0.0			0.4	0.0		0.0	0.0			
Total Delay	7.5	7.2			19.3	6.1		40.8	21.6			
Queue Length 50th (ft)	20	62			162	12		171	98			
Queue Length 95th (ft)	m17	m51			274	58		228	168			
Internal Link Dist (ft)		364			354			590			315	
Turn Bay Length (ft)	325					135			325			
Base Capacity (vph)	450	2194			1790	872		689	732			
Starvation Cap Reductn	0	0			489	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.27	0.32			0.61	0.19		0.43	0.46			

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 30: SBP NB Off-Ramp/SBP NB On-Ramp & NYS Route 100C (Grasslands Road)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	684	0	0	768	163	286	2	330	0	0	0
Future Volume (veh/h)	117	684	0	0	768	163	286	2	330	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1753	1723	0	0	2115	2160	1806	1806	1806			
Adj Flow Rate, veh/h	121	705	0	0	792	168	295	2	340			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	2	0	0	4	1	0	0	0			
Cap, veh/h	371	2029	0	0	2041	929	462	3	414			
Arrive On Green	0.05	0.62	0.00	0.00	0.51	0.51	0.27	0.27	0.27			
Sat Flow, veh/h	1669	3360	0	0	4125	1829	1709	12	1530			
Grp Volume(v), veh/h	121	705	0	0	792	168	297	0	340			
Grp Sat Flow(s),veh/h/ln	1669	1637	0	0	2010	1829	1720	0	1530			
Q Serve(g_s), s	3.3	10.4	0.0	0.0	12.1	5.0	15.2	0.0	20.8			
Cycle Q Clear(g_c), s	3.3	10.4	0.0	0.0	12.1	5.0	15.2	0.0	20.8			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	371	2029	0	0	2041	929	465	0	414			
V/C Ratio(X)	0.33	0.35	0.00	0.00	0.39	0.18	0.64	0.00	0.82			
Avail Cap(c_a), veh/h	518	2029	0	0	2041	929	688	0	612			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.40	0.40	1.00	0.00	1.00			
Uniform Delay (d), s/veh	10.8	9.2	0.0	0.0	15.1	13.3	32.2	0.0	34.2			
Incr Delay (d2), s/veh	0.2	0.5	0.0	0.0	0.2	0.2	2.1	0.0	7.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	3.4	0.0	0.0	5.2	2.0	6.5	0.0	8.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.0	9.7	0.0	0.0	15.3	13.5	34.3	0.0	41.3			
LnGrp LOS	B	A	A	A	B	B	C	A	D			
Approach Vol, veh/h		826			960			637				
Approach Delay, s/veh		9.9			15.0			38.0				
Approach LOS		A			B			D				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	11.2	56.8		32.0		68.0			
Change Period (Y+Rc), s	6.0	6.0		5.0		6.0			
Max Green Setting (Gmax), s	5.0	29.0		40.0		49.0			
Max Q Clear Time (g_c+I1), s	5.3	14.1		22.8		12.4			
Green Ext Time (p_c), s	0.1	0.7		4.2		0.6			

Intersection Summary	
HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

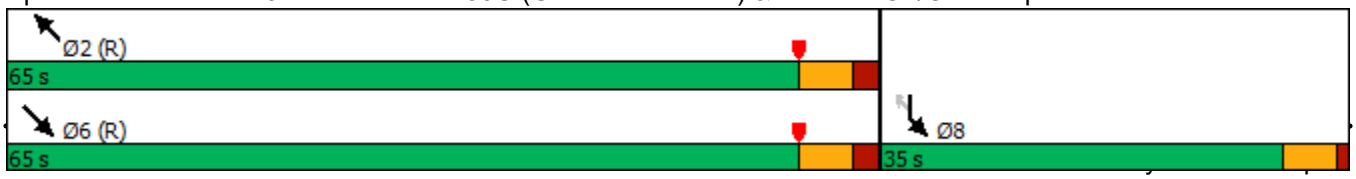
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	179	77	0	3011	720	334
Future Volume (vph)	179	77	0	3011	720	334
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-2%			2%	-5%	
Storage Length (ft)	0	90	0			235
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00					
Frt		0.850				0.850
Flt Protected	0.950					
Satd. Flow (prot)	1823	1615	0	3539	3524	1655
Flt Permitted	0.950					
Satd. Flow (perm)	1822	1615	0	3539	3524	1655
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		89				330
Link Speed (mph)	30			40	40	
Link Distance (ft)	326			294	397	
Travel Time (s)	7.4			5.0	6.8	
Confl. Peds. (#/hr)	1					
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	1%	5%	0%
Adj. Flow (vph)	206	89	0	3461	828	384
Shared Lane Traffic (%)						
Lane Group Flow (vph)	206	89	0	3461	828	384
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.97	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	1
Detector Template						
Leading Detector (ft)	35	35		83	83	35
Trailing Detector (ft)	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				43	43	
Detector 2 Size(ft)				40	40	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm		NA	NA	Free
Protected Phases	8			6	2	
Permitted Phases		8		6	2	Free
Detector Phase	8	8		6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0		2.0	2.0	
Minimum Split (s)	10.0	10.0		8.0	8.0	
Total Split (s)	35.0	35.0		65.0	65.0	
Total Split (%)	35.0%	35.0%		65.0%	65.0%	
Maximum Green (s)	30.0	30.0		59.0	59.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0		0.2	0.2	
Recall Mode	None	None		C-Max	C-Max	
v/c Ratio	0.71	0.27		1.34	0.32	0.23
Control Delay	53.2	9.5		170.9	4.3	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	53.2	9.5		170.9	4.3	0.3
Queue Length 50th (ft)	126	0		~1539	57	0
Queue Length 95th (ft)	182	36		#1636	108	0
Internal Link Dist (ft)	246			214	317	
Turn Bay Length (ft)		90				235
Base Capacity (vph)	546	546		2588	2577	1655
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	6		0	247	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.38	0.16		1.34	0.36	0.23

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 31: NYS Route 100C (Grasslands Road) & SBP SB On/Off Ramps





Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (veh/h)	179	77	0	3011	720	334
Future Volume (veh/h)	179	77	0	3011	720	334
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1979	1964	0	1862	2022	2097
Adj Flow Rate, veh/h	206	89	0	3461	828	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	1	0	1	5	0
Cap, veh/h	248	219	0	2682	2913	
Arrive On Green	0.13	0.13	0.00	0.76	0.76	0.00
Sat Flow, veh/h	1884	1664	0	3723	3942	1777
Grp Volume(v), veh/h	206	89	0	3461	828	0
Grp Sat Flow(s),veh/h/ln	1884	1664	0	1769	1921	1777
Q Serve(g_s), s	10.7	4.9	0.0	75.8	6.6	0.0
Cycle Q Clear(g_c), s	10.7	4.9	0.0	75.8	6.6	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	248	219	0	2682	2913	
V/C Ratio(X)	0.83	0.41	0.00	1.29	0.28	
Avail Cap(c_a), veh/h	565	499	0	2682	2913	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.54	1.00	0.00
Uniform Delay (d), s/veh	42.3	39.8	0.0	12.1	3.7	0.0
Incr Delay (d2), s/veh	2.8	0.5	0.0	132.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	2.0	0.0	68.0	1.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.1	40.3	0.0	144.3	4.0	0.0
LnGrp LOS	D	D	A	F	A	
Approach Vol, veh/h	295			3461	828	A
Approach Delay, s/veh	43.6			144.3	4.0	
Approach LOS	D			F	A	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	81.8				81.8	18.2
Change Period (Y+Rc), s	6.0				6.0	5.0
Max Green Setting (Gmax), s	59.0				59.0	30.0
Max Q Clear Time (g_c+I1), s	8.6				77.8	12.7
Green Ext Time (p_c), s	0.7				0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	112.5
HCM 6th LOS	F

Notes

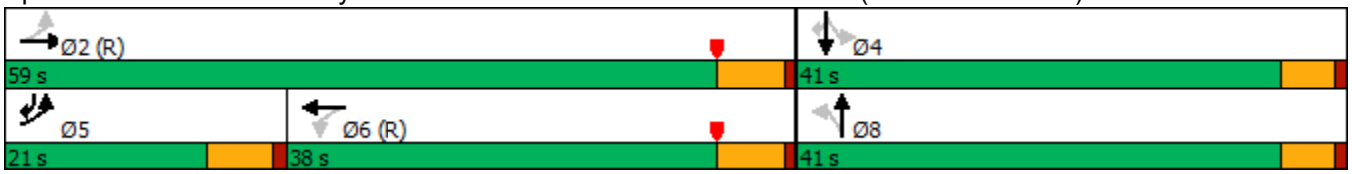
Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.

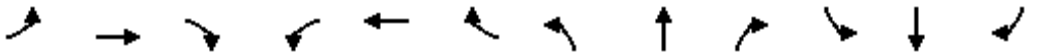
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1591	1	6	701	90	2	0	3	222	0	83
Future Volume (vph)	29	1591	1	6	701	90	2	0	3	222	0	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12	15	15	15	13	13	13
Grade (%)		0%			1%			0%			-5%	
Storage Length (ft)	130		0	70		0	0		0	0		90
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	86			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt					0.983			0.919				0.850
Flt Protected	0.950			0.950				0.980			0.950	
Satd. Flow (prot)	1612	3574	0	1676	3337	0	0	1569	0	0	1856	1694
Flt Permitted	0.234			0.070				0.914			0.754	
Satd. Flow (perm)	397	3574	0	124	3337	0	0	1463	0	0	1473	1694
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					15			98				35
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		423			294			305			416	
Travel Time (s)		7.2			5.0			6.9			11.3	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	12%	1%	0%	0%	5%	12%	50%	0%	0%	3%	0%	1%
Adj. Flow (vph)	34	1850	1	7	815	105	2	0	3	258	0	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	1851	0	7	920	0	0	5	0	0	258	97
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.10	1.01	1.01	0.88	0.88	0.88	0.93	0.93	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template							Left			Left		
Leading Detector (ft)	35	83		35	83		20	83		20	83	35
Trailing Detector (ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40		20	40		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Minimum Split (s)	8.0	8.0		8.0	8.0		7.0	7.0		7.0	7.0	8.0
Total Split (s)	21.0	59.0		38.0	38.0		41.0	41.0		41.0	41.0	21.0
Total Split (%)	21.0%	59.0%		38.0%	38.0%		41.0%	41.0%		41.0%	41.0%	21.0%
Maximum Green (s)	15.0	53.0		32.0	32.0		36.0	36.0		36.0	36.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0			5.0	6.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	0.2	0.2		0.2	0.2		2.0	2.0		2.0	2.0	0.2
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	None
v/c Ratio	0.11	0.78		0.10	0.47			0.01			0.79	0.18
Control Delay	8.2	15.9		13.7	9.3			0.0			52.9	15.4
Queue Delay	0.0	0.4		0.0	0.2			0.0			64.8	0.0
Total Delay	8.2	16.3		13.7	9.5			0.0			117.7	15.4
Queue Length 50th (ft)	7	383		2	139			0			156	28
Queue Length 95th (ft)	21	564		m8	218			0			209	53
Internal Link Dist (ft)		343			214			225			336	
Turn Bay Length (ft)	130			70								90
Base Capacity (vph)	447	2384		72	1969			589			530	736
Starvation Cap Reductn	0	0		0	362			0			0	0
Spillback Cap Reductn	0	146		0	0			0			334	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.08	0.83		0.10	0.57			0.01			1.32	0.13

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 32: Taylor Road/Woods Road & NYS Route 100C (Grasslands Road)

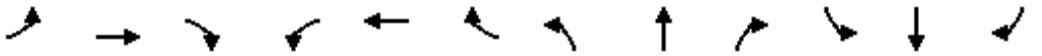




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	1591	1	6	701	90	2	0	3	222	0	83
Future Volume (veh/h)	29	1591	1	6	701	90	2	0	3	222	0	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1885	1885	1894	1820	1820	1976	1976	1976	2181	2181	2165
Adj Flow Rate, veh/h	34	1850	1	7	815	105	2	0	3	258	0	97
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	12	1	1	0	5	5	0	0	0	0	0	1
Cap, veh/h	283	2135	1	111	1550	200	66	21	56	365	0	600
Arrive On Green	0.02	0.58	0.58	0.50	0.50	0.50	0.31	0.00	0.31	0.31	0.00	0.31
Sat Flow, veh/h	1640	3674	2	252	3080	397	51	69	181	949	0	1835
Grp Volume(v), veh/h	34	902	949	7	457	463	5	0	0	258	0	97
Grp Sat Flow(s),veh/h/ln	1640	1791	1885	252	1729	1748	301	0	0	949	0	1835
Q Serve(g_s), s	1.0	42.5	42.5	2.4	17.9	17.9	0.1	0.0	0.0	0.0	0.0	3.8
Cycle Q Clear(g_c), s	1.0	42.5	42.5	37.1	17.9	17.9	28.4	0.0	0.0	28.3	0.0	3.8
Prop In Lane	1.00		0.00	1.00		0.23	0.40		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	283	1041	1095	111	870	879	143	0	0	365	0	600
V/C Ratio(X)	0.12	0.87	0.87	0.06	0.53	0.53	0.03	0.00	0.00	0.71	0.00	0.16
Avail Cap(c_a), veh/h	499	1041	1095	111	870	879	222	0	0	450	0	694
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.9	17.7	17.7	36.6	16.8	16.8	27.2	0.0	0.0	33.7	0.0	23.9
Incr Delay (d2), s/veh	0.1	9.7	9.2	1.0	2.2	2.2	0.0	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	17.8	18.7	0.2	7.0	7.1	0.1	0.0	0.0	6.3	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.9	27.3	26.9	37.6	19.0	19.0	27.2	0.0	0.0	36.2	0.0	24.0
LnGrp LOS	B	C	C	D	B	B	C	A	A	D	A	C
Approach Vol, veh/h		1885			927			5			355	
Approach Delay, s/veh		26.9			19.1			27.2			32.8	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	64.1		35.9	7.8	56.3		35.9					
Change Period (Y+Rc), s	6.0		5.0	6.0	6.0		5.0					
Max Green Setting (Gmax), s	53.0		36.0	15.0	32.0		36.0					
Max Q Clear Time (g_c+I1), s	44.5		30.3	3.0	39.1		30.4					
Green Ext Time (p_c), s	1.0		0.6	0.0	0.0		0.0					

Intersection Summary												
HCM 6th Ctrl Delay		25.3										
HCM 6th LOS		C										



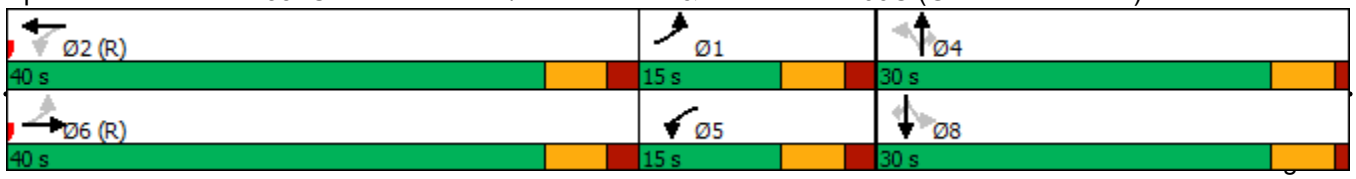
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	965	24	142	545	100	79	27	400	256	13	20
Future Volume (vph)	16	965	24	142	545	100	79	27	400	256	13	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	15
Grade (%)		3%			-2%			2%			0%	
Storage Length (ft)	230		0	255		0	0		190	100		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00				0.98
Frt		0.996			0.977				0.850			0.850
Flt Protected	0.950			0.950				0.964			0.955	
Satd. Flow (prot)	1778	1842	0	1753	1787	0	0	1800	1567	0	1781	1777
Flt Permitted	0.119			0.101				0.447			0.651	
Satd. Flow (perm)	223	1842	0	186	1787	0	0	834	1567	0	1214	1738
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			13				249			116
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		405			402			287			234	
Travel Time (s)		6.9			6.9			6.5			6.4	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	9%	4%	4%	10%	1%	0%	2%	2%	0%	0%
Adj. Flow (vph)	18	1097	27	161	619	114	90	31	455	291	15	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	1124	0	161	733	0	0	121	455	0	306	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	0.99	0.99	0.99	1.01	1.01	1.01	1.00	1.00	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	83
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	-5	-5
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43		43	43			43	43		43	43
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex

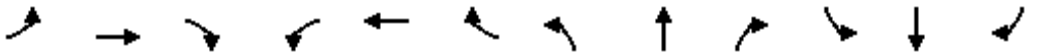
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.0	16.0		9.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	15.0	40.0		15.0	40.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	17.6%	47.1%		17.6%	47.1%		35.3%	35.3%	35.3%	35.3%	35.3%	35.3%
Maximum Green (s)	9.0	34.0		9.0	34.0		25.0	25.0	25.0	25.0	25.0	25.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
v/c Ratio	0.08	1.40		0.67	0.78			0.52	0.74		0.91	0.04
Control Delay	10.6	211.1		39.3	27.3			34.5	20.1		61.6	0.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	10.6	211.1		39.3	27.3			34.5	20.1		61.6	0.1
Queue Length 50th (ft)	4	~860		38	262			52	93		151	0
Queue Length 95th (ft)	12	#1069		#98	#607			105	197		#288	0
Internal Link Dist (ft)		325			322			207			154	
Turn Bay Length (ft)	230			255					190			
Base Capacity (vph)	285	804		274	939			247	639		360	597
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.06	1.40		0.59	0.78			0.49	0.71		0.85	0.04

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 33: Clearbrook Road/Walker Road & NYS Route 100C (Grasslands Road)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	965	24	142	545	100	79	27	400	256	13	20
Future Volume (veh/h)	16	965	24	142	545	100	79	27	400	256	13	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1832	1832	1919	1919	1919	1876	1876	1847	1900	1900	1976
Adj Flow Rate, veh/h	18	1097	27	161	619	114	90	31	0	291	15	23
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	1	1	4	4	4	0	0	2	0	0	0
Cap, veh/h	291	712	18	290	630	116	176	51		473	20	480
Arrive On Green	0.11	0.40	0.40	0.11	0.40	0.40	0.29	0.29	0.00	0.29	0.29	0.29
Sat Flow, veh/h	1759	1780	44	1827	1576	290	357	176	1565	1360	70	1672
Grp Volume(v), veh/h	18	0	1124	161	0	733	121	0	0	306	0	23
Grp Sat Flow(s),veh/h/ln	1759	0	1824	1827	0	1866	533	0	1565	1430	0	1672
Q Serve(g_s), s	0.0	0.0	34.0	3.0	0.0	33.0	5.9	0.0	0.0	0.0	0.0	0.8
Cycle Q Clear(g_c), s	0.0	0.0	34.0	3.0	0.0	33.0	22.4	0.0	0.0	16.5	0.0	0.8
Prop In Lane	1.00		0.02	1.00		0.16	0.74		1.00	0.95		1.00
Lane Grp Cap(c), veh/h	291	0	730	290	0	747	227	0		494	0	480
V/C Ratio(X)	0.06	0.00	1.54	0.55	0.00	0.98	0.53	0.00		0.62	0.00	0.05
Avail Cap(c_a), veh/h	291	0	730	290	0	747	237	0		503	0	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.2	0.0	25.5	34.0	0.0	25.2	35.2	0.0	0.0	27.5	0.0	21.9
Incr Delay (d2), s/veh	0.0	0.0	250.0	1.4	0.0	28.8	0.9	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	63.8	3.0	0.0	19.0	2.5	0.0	0.0	5.7	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	0.0	275.5	35.4	0.0	54.0	36.1	0.0	0.0	29.1	0.0	21.9
LnGrp LOS	C	A	F	D	A	D	D	A		C	A	C
Approach Vol, veh/h		1142			894			121	A		329	
Approach Delay, s/veh		271.7			50.7			36.1			28.6	
Approach LOS		F			D			D			C	

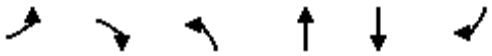
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.6	40.0		29.4	15.6	40.0		29.4				
Change Period (Y+Rc), s	6.0	6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s	9.0	34.0		25.0	9.0	34.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	35.0		24.4	5.0	36.0		18.5				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	0.0		0.7				

Intersection Summary	
HCM 6th Ctrl Delay	148.6
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

YEAR 2039 BUILD TRAFFIC VOLUMES



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	33	572	3	205	426	374
Future Volume (vph)	33	572	3	205	426	374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	14
Grade (%)	0%			-1%	6%	
Storage Length (ft)	0	50	0			75
Storage Lanes	1	0	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.872					0.850
Flt Protected	0.997			0.999		
Satd. Flow (prot)	1634	0	0	3346	1691	1562
Flt Permitted	0.997			0.999		
Satd. Flow (perm)	1634	0	0	3346	1691	1562
Link Speed (mph)	30			30	30	
Link Distance (ft)	295			565	540	
Travel Time (s)	6.7			12.8	12.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	1%	33%	8%	9%	7%
Adj. Flow (vph)	36	629	3	225	468	411
Shared Lane Traffic (%)						
Lane Group Flow (vph)	665	0	0	228	468	411
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	0.96
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

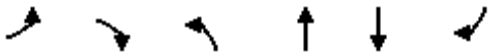
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	572	3	205	426	374
Future Vol, veh/h	33	572	3	205	426	374
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Yield
Storage Length	0	-	-	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-1	6	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	1	33	8	9	7
Mvmt Flow	36	629	3	225	468	411

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	587	-	468	0	-	0
Stage 1	468	-	-	-	-	-
Stage 2	119	-	-	-	-	-
Critical Hdwy	6.645	-	4.595	-	-	-
Critical Hdwy Stg 1	5.445	-	-	-	-	-
Critical Hdwy Stg 2	5.845	-	-	-	-	-
Follow-up Hdwy	3.5285	-	2.5135	-	-	-
Pot Cap-1 Maneuver	454	0	924	-	-	-
Stage 1	627	0	-	-	-	-
Stage 2	891	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	452	-	924	-	-	-
Mov Cap-2 Maneuver	452	-	-	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	891	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	924	-	452	-	-
HCM Lane V/C Ratio	0.004	-	0.08	-	-
HCM Control Delay (s)	8.9	0	13.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	128	208	978	21
Future Volume (vph)	0	0	128	208	978	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	11	11	11	11
Grade (%)	7%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.997	
Flt Protected				0.981		
Satd. Flow (prot)	0	2017	0	1668	1730	0
Flt Permitted				0.981		
Satd. Flow (perm)	0	2017	0	1668	1730	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	707			851	724	
Travel Time (s)	16.1			14.5	12.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	5%	9%	6%	0%
Adj. Flow (vph)	0	0	144	234	1099	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	378	1123	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.92	0.92	1.05	1.05	1.04	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

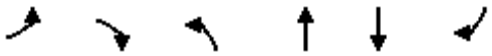
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	128	208	978	21
Future Vol, veh/h	0	0	128	208	978	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	7	-	-	1	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	5	9	6	0
Mvmt Flow	0	0	144	234	1099	24

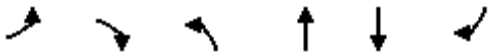
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1111	1123	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.15	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.245	-	-	-
Pot Cap-1 Maneuver	0	207	611	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	207	611	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	4.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	611	-	-	-	-
HCM Lane V/C Ratio	0.235	-	-	-	-
HCM Control Delay (s)	12.7	0	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	253	322	154	83	455	523
Future Volume (vph)	253	322	154	83	455	523
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	5%			2%	-1%	
Storage Length (ft)	115	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	86		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.928	
Flt Protected	0.950			0.969		
Satd. Flow (prot)	1709	1406	0	1318	1643	0
Flt Permitted	0.950			0.229		
Satd. Flow (perm)	1709	1406	0	311	1643	0
Right Turn on Red		Yes				No
Satd. Flow (RTOR)		350				
Link Speed (mph)	25			40	40	
Link Distance (ft)	301			870	851	
Travel Time (s)	8.2			14.8	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	12%	40%	22%	8%	1%
Adj. Flow (vph)	275	350	167	90	495	568
Shared Lane Traffic (%)						
Lane Group Flow (vph)	275	350	0	257	1063	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	1	2	2	
Detector Template			Left			
Leading Detector (ft)	83	83	20	83	83	
Trailing Detector (ft)	-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	
Detector 2 Size(ft)	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	

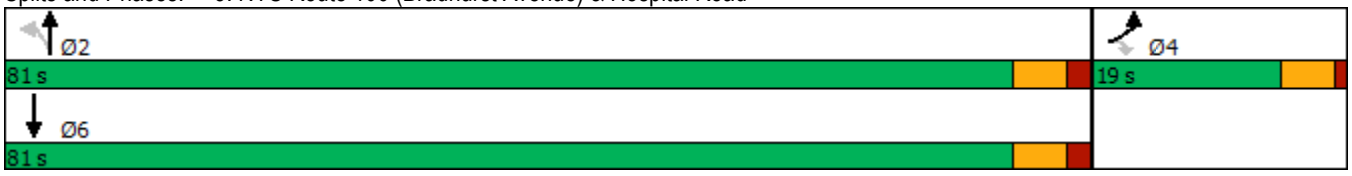


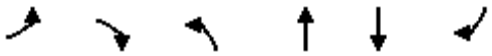
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	
Minimum Split (s)	10.0	10.0	16.0	16.0	16.0	
Total Split (s)	19.0	19.0	81.0	81.0	81.0	
Total Split (%)	19.0%	19.0%	81.0%	81.0%	81.0%	
Maximum Green (s)	14.0	14.0	75.0	75.0	75.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	3.0	3.0	3.0	
Recall Mode	None	None	Min	Min	Min	
v/c Ratio	1.15	0.70		1.10	0.86	
Control Delay	145.1	13.0		107.7	18.4	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	145.1	13.0		107.7	18.4	
Queue Length 50th (ft)	~207	0		~187	398	
Queue Length 95th (ft)	#367	89		#194	#721	
Internal Link Dist (ft)	221			790	771	
Turn Bay Length (ft)	115					
Base Capacity (vph)	239	497		233	1232	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	1.15	0.70		1.10	0.86	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: NYS Route 100 (Bradhurst Avenue) & Hospital Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	253	322	154	83	455	523
Future Volume (veh/h)	253	322	154	83	455	523
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1708	1575	1550	1550	1819	1819
Adj Flow Rate, veh/h	275	350	167	90	495	568
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	12	22	22	8	8
Cap, veh/h	228	187	176	79	580	665
Arrive On Green	0.14	0.14	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1627	1335	155	106	773	887
Grp Volume(v), veh/h	275	350	257	0	0	1063
Grp Sat Flow(s),veh/h/ln	1627	1335	261	0	0	1660
Q Serve(g_s), s	14.0	14.0	30.5	0.0	0.0	44.5
Cycle Q Clear(g_c), s	14.0	14.0	75.0	0.0	0.0	44.5
Prop In Lane	1.00	1.00	0.65			0.53
Lane Grp Cap(c), veh/h	228	187	255	0	0	1245
V/C Ratio(X)	1.21	1.87	1.01	0.00	0.00	0.85
Avail Cap(c_a), veh/h	228	187	255	0	0	1245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	43.0	43.0	34.4	0.0	0.0	8.7
Incr Delay (d2), s/veh	127.1	412.6	58.4	0.0	0.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	26.0	10.4	0.0	0.0	12.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	170.1	455.6	92.8	0.0	0.0	14.7
LnGrp LOS	F	F	F	A	A	B
Approach Vol, veh/h	625			257	1063	
Approach Delay, s/veh	330.0			92.8	14.7	
Approach LOS	F			F	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		81.0		19.0		81.0
Change Period (Y+Rc), s		6.0		5.0		6.0
Max Green Setting (Gmax), s		75.0		14.0		75.0
Max Q Clear Time (g_c+I1), s		77.0		16.0		46.5
Green Ext Time (p_c), s		0.0		0.0		9.6

Intersection Summary		
HCM 6th Ctrl Delay		126.3
HCM 6th LOS		F



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	49	16	445	332	47	188
Future Volume (vph)	49	16	445	332	47	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	6%		1%			-4%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.942			
Flt Protected	0.950					0.990
Satd. Flow (prot)	1549	1567	1563	0	0	1423
Flt Permitted	0.950					0.990
Satd. Flow (perm)	1549	1567	1563	0	0	1423
Link Speed (mph)	30		40			40
Link Distance (ft)	146		870			216
Travel Time (s)	3.3		14.8			3.7
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	13%	0%	17%	1%	0%	38%
Adj. Flow (vph)	55	18	500	373	53	211
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	18	873	0	0	264
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.05	1.05	1.02	1.02
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	49	16	445	332	47	188
Future Vol, veh/h	49	16	445	332	47	188
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	6	-	1	-	-	-4
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	13	0	17	1	0	38
Mvmt Flow	55	18	500	373	53	211

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1004	687	0	0	873	0
Stage 1	687	-	-	-	-	-
Stage 2	317	-	-	-	-	-
Critical Hdwy	7.73	6.8	-	-	4.1	-
Critical Hdwy Stg 1	6.73	-	-	-	-	-
Critical Hdwy Stg 2	6.73	-	-	-	-	-
Follow-up Hdwy	3.617	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	183	402	-	-	781	-
Stage 1	381	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	169	402	-	-	781	-
Mov Cap-2 Maneuver	169	-	-	-	-	-
Stage 1	381	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	30.9	0	2
HCM LOS	D		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	781	-	169	402	-	-
HCM Lane V/C Ratio	0.068	-	0.326	0.045	-	-
HCM Control Delay (s)	9.9	0	36.3	14.4	-	-
HCM Lane LOS	A	A	E	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.3	0.1	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	242	0	0	678	569	333
Future Volume (vph)	242	0	0	678	569	333
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	12	12
Grade (%)	5%			-5%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.950	
Flt Protected					0.969	
Satd. Flow (prot)	1789	0	0	1837	1673	0
Flt Permitted					0.969	
Satd. Flow (perm)	1789	0	0	1837	1673	0
Link Speed (mph)	25			25	30	
Link Distance (ft)	322			301	733	
Travel Time (s)	8.8			8.2	16.7	
Confl. Peds. (#/hr)		2	2		2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	0%	0%	6%	0%	8%
Adj. Flow (vph)	263	0	0	737	618	362
Shared Lane Traffic (%)						
Lane Group Flow (vph)	263	0	0	737	980	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.97	0.97	1.02	1.02
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	505.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	242	0	0	678	569	333
Future Vol, veh/h	242	0	0	678	569	333
Conflicting Peds, #/hr	0	2	2	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	0	0	6	0	8
Mvmt Flow	263	0	0	737	618	362

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	1002	265
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	739	-
Critical Hdwy	-	-	-	-	7	6.58
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	-	-	3.5	3.372
Pot Cap-1 Maneuver	-	0	0	-	~ 229	743
Stage 1	-	0	0	-	752	-
Stage 2	-	0	0	-	~ 421	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	~ 229	742
Mov Cap-2 Maneuver	-	-	-	-	~ 229	-
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	~ 420	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	$ 1020.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	307	-	-
HCM Lane V/C Ratio	3.194	-	-
HCM Control Delay (s)	$ 1020.6	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	88.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	242	139	47	1199	0	0
Future Volume (vph)	242	139	47	1199	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12
Grade (%)	5%			-5%	1%	
Storage Length (ft)		0	115		0	0
Storage Lanes		1	1		0	1
Taper Length (ft)			86		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected			0.950			
Satd. Flow (prot)	1674	1436	1242	1928	0	1890
Flt Permitted			0.950			
Satd. Flow (perm)	1674	1436	1242	1928	0	1890
Link Speed (mph)	25			25	30	
Link Distance (ft)	240			322	1098	
Travel Time (s)	6.5			8.8	25.0	
Confl. Peds. (#/hr)		2	2		2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	6%	44%	1%	0%	0%
Adj. Flow (vph)	263	151	51	1303	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	263	151	51	1303	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.08	1.08	1.01	0.97	1.01	1.01
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	242	139	47	1199	0	0
Future Vol, veh/h	242	139	47	1199	0	0
Conflicting Peds, #/hr	0	2	2	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	115	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	6	44	1	0	0
Mvmt Flow	263	151	51	1303	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	416	0	-	267
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.54	-	-	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.596	-	-	3.3
Pot Cap-1 Maneuver	-	-	950	-	0	771
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	948	-	-	768
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	948	-
HCM Lane V/C Ratio	-	-	-	0.054	-
HCM Control Delay (s)	0	-	-	9	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	290	194	279	906	14	266	5	146	9	3	10
Future Volume (vph)	15	290	194	279	906	14	266	5	146	9	3	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	15	15	15	12	12	12
Grade (%)		3%			-5%			0%			0%	
Storage Length (ft)	90		0	90		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99		1.00				0.99	0.98			
Frt		0.940			0.998				0.850		0.938	
Flt Protected	0.950			0.950				0.953			0.980	
Satd. Flow (prot)	1627	2990	0	1710	1924	0	0	1692	1708	0	1712	0
Flt Permitted	0.093			0.358				0.712			0.867	
Satd. Flow (perm)	159	2990	0	643	1924	0	0	1256	1681	0	1515	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		167			1				159		11	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		434			240			931			449	
Travel Time (s)		11.8			6.5			25.4			12.2	
Confl. Peds. (#/hr)			2	2			2		2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	9%	13%	1%	1%	2%	18%	2%	4%	2%	2%	2%
Adj. Flow (vph)	16	315	211	303	985	15	289	5	159	10	3	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	526	0	303	1000	0	0	294	159	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.02	1.02	1.06	0.97	0.97	0.88	0.88	0.88	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	21.0		14.5	21.0		21.0	21.0	21.0	21.0	21.0	
Total Split (s)	9.0	36.0		25.0	52.0		39.0	39.0	39.0	39.0	39.0	
Total Split (%)	9.0%	36.0%		25.0%	52.0%		39.0%	39.0%	39.0%	39.0%	39.0%	
Maximum Green (s)	4.0	31.0		20.0	47.0		34.0	34.0	34.0	34.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
v/c Ratio	0.11	0.38		0.55	0.89			0.84	0.27		0.06	
Control Delay	9.8	6.8		14.0	33.0			54.3	5.1		16.0	
Queue Delay	0.0	0.0		0.0	37.1			0.0	0.0		0.0	
Total Delay	9.8	6.8		14.0	70.1			54.3	5.1		16.0	
Queue Length 50th (ft)	2	50		85	483			172	0		6	
Queue Length 95th (ft)	m6	80		151	#979			260	42		23	
Internal Link Dist (ft)		354			160			851			369	
Turn Bay Length (ft)	90			90								
Base Capacity (vph)	151	1380		612	1122			427	676		522	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	192			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.11	0.38		0.50	1.08			0.69	0.24		0.05	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

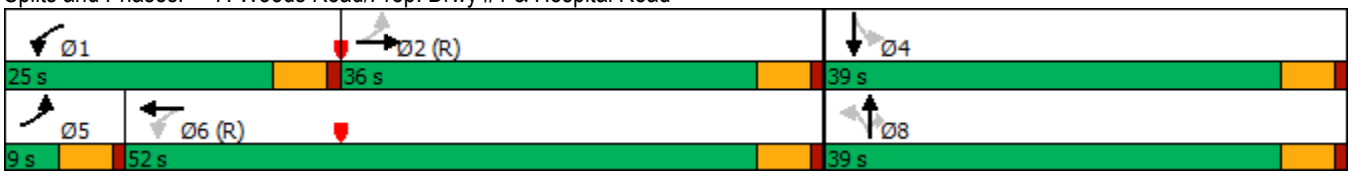
Natural Cycle: 90

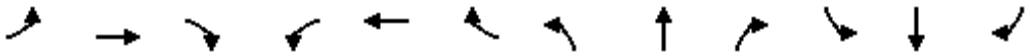
Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Woods Road/Prop. Drwy #1 & Hospital Road

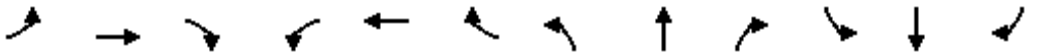




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	290	194	279	906	14	266	5	146	9	3	10
Future Volume (veh/h)	15	290	194	279	906	14	266	5	146	9	3	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1817	1714	1714	2082	2082	2082	1945	1945	1914	1870	1870	1870
Adj Flow Rate, veh/h	16	315	211	303	985	15	289	5	159	10	3	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	9	9	1	1	1	2	2	4	2	2	2
Cap, veh/h	112	751	491	560	1014	15	347	5	551	51	26	22
Arrive On Green	0.01	0.40	0.40	0.11	0.50	0.50	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1731	1884	1232	1983	2045	31	810	14	1619	0	77	65
Grp Volume(v), veh/h	16	271	255	303	0	1000	294	0	159	24	0	0
Grp Sat Flow(s),veh/h/ln	1731	1628	1488	1983	0	2076	824	0	1619	142	0	0
Q Serve(g_s), s	0.5	12.0	12.4	8.5	0.0	46.9	0.0	0.0	7.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	12.0	12.4	8.5	0.0	46.9	34.0	0.0	7.2	34.0	0.0	0.0
Prop In Lane	1.00		0.83	1.00		0.01	0.98		1.00	0.42		0.46
Lane Grp Cap(c), veh/h	112	649	593	560	0	1029	351	0	551	99	0	0
V/C Ratio(X)	0.14	0.42	0.43	0.54	0.00	0.97	0.84	0.00	0.29	0.24	0.00	0.00
Avail Cap(c_a), veh/h	156	649	593	736	0	1029	351	0	551	99	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.5	21.7	21.8	14.5	0.0	24.5	33.8	0.0	24.2	27.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	2.0	2.3	0.8	0.0	22.0	16.0	0.0	0.3	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.9	4.7	3.8	0.0	28.2	8.7	0.0	2.8	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	23.7	24.1	15.4	0.0	46.6	49.8	0.0	24.4	28.2	0.0	0.0
LnGrp LOS	C	C	C	B	A	D	D	A	C	C	A	A
Approach Vol, veh/h		542			1303			453			24	
Approach Delay, s/veh		23.9			39.3			40.9			28.2	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.1	44.9		39.0	6.4	54.6		39.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	20.0	31.0		34.0	4.0	47.0		34.0				
Max Q Clear Time (g_c+I1), s	10.5	14.4		36.0	2.5	48.9		36.0				
Green Ext Time (p_c), s	0.7	3.2		0.0	0.0	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			35.9									
HCM 6th LOS			D									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	293	25	65	687	431	7	0	23	183	0	101
Future Volume (vph)	115	293	25	65	687	431	7	0	23	183	0	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	15	12	12	12	12
Grade (%)		2%			-2%			0%			0%	
Storage Length (ft)	200		200	100		200	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.898			0.952	
Flt Protected	0.950			0.950				0.988			0.969	
Satd. Flow (prot)	1752	3279	1567	1787	1863	1599	0	1818	0	0	1718	0
Flt Permitted	0.200			0.559				0.930			0.785	
Satd. Flow (perm)	369	3279	1567	1052	1863	1599	0	1711	0	0	1392	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			27			451		76			76	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		682			434			197			302	
Travel Time (s)		18.6			11.8			4.5			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	9%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	125	318	27	71	747	468	8	0	25	199	0	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	318	27	71	747	468	0	33	0	0	309	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.00	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

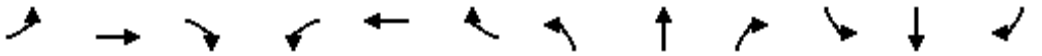
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	21.0	21.0	21.0	20.5	20.5		21.0	21.0	
Total Split (s)	10.0	70.0	70.0	60.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	10.0%	70.0%	70.0%	60.0%	60.0%	60.0%	30.0%	30.0%		30.0%	30.0%	
Maximum Green (s)	5.0	65.0	65.0	55.0	55.0	55.0	25.5	25.5		25.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.5	0.5		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		4.5			5.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0		0	0	
v/c Ratio	0.37	0.14	0.02	0.12	0.69	0.42		0.08			0.87	
Control Delay	13.5	9.8	5.7	7.3	15.4	1.2		0.5			52.2	
Queue Delay	0.0	0.0	0.0	0.0	8.6	0.5		0.0			0.0	
Total Delay	13.5	9.8	5.7	7.3	24.0	1.8		0.5			52.2	
Queue Length 50th (ft)	44	58	3	18	415	24		0			143	
Queue Length 95th (ft)	74	82	m16	m11	m368	m0		2			#270	
Internal Link Dist (ft)		602			354			117			222	
Turn Bay Length (ft)	200		200	100		200						
Base Capacity (vph)	335	2252	1085	608	1076	1114		492			405	
Starvation Cap Reductn	0	0	0	0	293	300		0			0	
Spillback Cap Reductn	0	0	0	0	0	0		0			0	
Storage Cap Reductn	0	0	0	0	0	0		0			0	
Reduced v/c Ratio	0.37	0.14	0.02	0.12	0.95	0.57		0.07			0.76	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: WMC Lot 10/Prop. Drwy #2 & Hospital Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	293	25	65	687	431	7	0	23	183	0	101
Future Volume (veh/h)	115	293	25	65	687	431	7	0	23	183	0	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1743	1847	1949	1934	1949	1870	1945	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	318	27	71	747	468	8	0	0	199	0	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	9	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	414	2225	1052	693	1114	951	360	0		277	0	120
Arrive On Green	0.05	0.67	0.67	1.00	1.00	1.00	0.23	0.00	0.00	0.23	0.00	0.23
Sat Flow, veh/h	1759	3312	1565	1079	1934	1651	1265	0	0	953	0	527
Grp Volume(v), veh/h	125	318	27	71	747	468	8	0	0	309	0	0
Grp Sat Flow(s),veh/h/ln	1759	1656	1565	1079	1934	1651	1265	0	0	1480	0	0
Q Serve(g_s), s	2.7	3.5	0.6	0.0	0.0	0.0	0.0	0.0	0.0	19.9	0.0	0.0
Cycle Q Clear(g_c), s	2.7	3.5	0.6	0.0	0.0	0.0	0.5	0.0	0.0	20.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	0.64		0.36
Lane Grp Cap(c), veh/h	414	2225	1052	693	1114	951	360	0		397	0	0
V/C Ratio(X)	0.30	0.14	0.03	0.10	0.67	0.49	0.02	0.00		0.78	0.00	0.00
Avail Cap(c_a), veh/h	421	2225	1052	693	1114	951	396	0		429	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.33	0.33	0.33	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.9	6.0	5.5	0.0	0.0	0.0	30.0	0.0	0.0	37.6	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.1	0.0	0.1	1.1	0.6	0.0	0.0	0.0	8.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.2	0.2	0.0	0.3	0.2	0.2	0.0	0.0	8.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.3	6.1	5.5	0.1	1.1	0.6	30.0	0.0	0.0	45.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A		D	A	A
Approach Vol, veh/h		470			1286			8	A		309	
Approach Delay, s/veh		6.4			0.9			30.0			45.9	
Approach LOS		A			A			C			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		72.2		27.8	9.6	62.6		27.8				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		* 5				
Max Green Setting (Gmax), s		65.0		25.0	5.0	55.0		* 26				
Max Q Clear Time (g_c+I1), s		5.5		22.3	4.7	2.0		2.5				
Green Ext Time (p_c), s		2.6		0.5	0.0	10.4		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			8.9									
HCM 6th LOS			A									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

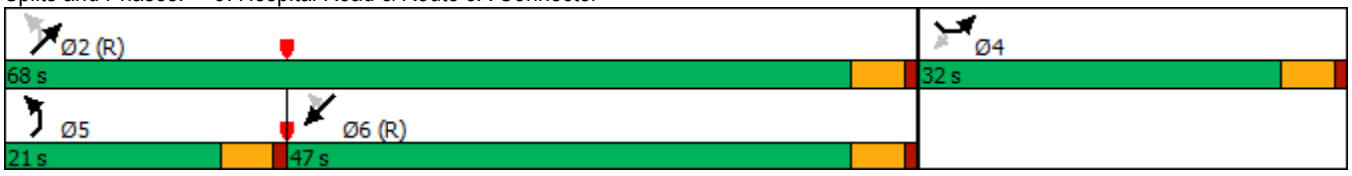


Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	205	159	138	229	399	396
Future Volume (vph)	205	159	138	229	399	396
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			3%	-3%	
Storage Length (ft)	0	200	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1743	3262	1872	1607
Flt Permitted	0.950		0.406			
Satd. Flow (perm)	1770	1583	745	3262	1872	1607
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		173				430
Link Speed (mph)	30			25	25	
Link Distance (ft)	964			491	682	
Travel Time (s)	21.9			13.4	18.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	9%	3%	2%
Adj. Flow (vph)	223	173	150	249	434	430
Shared Lane Traffic (%)						
Lane Group Flow (vph)	223	173	150	249	434	430
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.02	1.02	0.98	0.98
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	32.0	32.0	21.0	68.0	47.0	47.0
Total Split (%)	32.0%	32.0%	21.0%	68.0%	47.0%	47.0%
Maximum Green (s)	27.0	27.0	16.0	63.0	42.0	42.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
v/c Ratio	0.71	0.41	0.24	0.11	0.39	0.38
Control Delay	50.5	8.1	6.0	4.9	15.2	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	8.1	6.0	4.9	15.2	5.1
Queue Length 50th (ft)	135	0	25	21	127	28
Queue Length 95th (ft)	199	52	55	42	m237	m109
Internal Link Dist (ft)	884			411	602	
Turn Bay Length (ft)		200	200			200
Base Capacity (vph)	477	553	697	2354	1101	1122
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.31	0.22	0.11	0.39	0.38

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 9: Hospital Road & Route 9A Connector





Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (veh/h)	205	159	138	229	399	396
Future Volume (veh/h)	205	159	138	229	399	396
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1817	1714	1973	1988
Adj Flow Rate, veh/h	223	173	150	249	434	430
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	9	3	2
Cap, veh/h	270	241	500	2436	1280	1093
Arrive On Green	0.15	0.15	0.05	0.75	0.65	0.65
Sat Flow, veh/h	1781	1585	1731	3342	1973	1685
Grp Volume(v), veh/h	223	173	150	249	434	430
Grp Sat Flow(s),veh/h/ln	1781	1585	1731	1628	1973	1685
Q Serve(g_s), s	12.1	10.4	2.7	2.1	9.9	12.0
Cycle Q Clear(g_c), s	12.1	10.4	2.7	2.1	9.9	12.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	270	241	500	2436	1280	1093
V/C Ratio(X)	0.82	0.72	0.30	0.10	0.34	0.39
Avail Cap(c_a), veh/h	481	428	691	2436	1280	1093
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.66	0.66
Uniform Delay (d), s/veh	41.1	40.4	5.3	3.4	7.9	8.3
Incr Delay (d2), s/veh	6.3	4.0	0.3	0.1	0.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	9.1	0.9	0.6	4.1	4.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.4	44.4	5.6	3.5	8.4	9.0
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	396			399	864	
Approach Delay, s/veh	46.1			4.3	8.7	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		79.8		20.2	10.0	69.9
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		63.0		27.0	16.0	42.0
Max Q Clear Time (g_c+I1), s		4.1		14.1	4.7	14.0
Green Ext Time (p_c), s		1.9		1.0	0.3	4.9

Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	101	98	330	204	184	263
Future Volume (vph)	101	98	330	204	184	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.948			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1766	0	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1766	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	487		964			376
Travel Time (s)	11.1		21.9			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	110	107	359	222	200	286
Shared Lane Traffic (%)						
Lane Group Flow (vph)	110	107	581	0	200	286
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	7.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	101	98	330	204	184	263
Future Vol, veh/h	101	98	330	204	184	263
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	110	107	359	222	200	286

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1156	470	0	0	581	0
Stage 1	470	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	217	594	-	-	993	-
Stage 1	629	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	173	594	-	-	993	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	400	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.7	0	3.9
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	173	594	993	-
HCM Lane V/C Ratio	-	-	0.635	0.179	0.201	-
HCM Control Delay (s)	-	-	56.3	12.4	9.5	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	3.6	0.6	0.8	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	66	53	173	255	204	381
Future Volume (vph)	66	53	173	255	204	381
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.920			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1714	0	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1714	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	518		376			355
Travel Time (s)	11.8		8.5			8.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	72	58	188	277	222	414
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	58	465	0	222	414
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

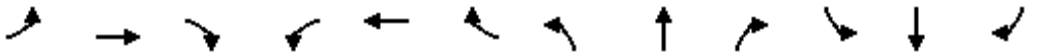
Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	66	53	173	255	204	381
Future Vol, veh/h	66	53	173	255	204	381
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	58	188	277	222	414

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1185	327	0	0	465	0
Stage 1	327	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	209	714	-	-	1096	-
Stage 1	731	-	-	-	-	-
Stage 2	415	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	167	714	-	-	1096	-
Mov Cap-2 Maneuver	167	-	-	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	331	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.9	0	3.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	167	714	1096	-
HCM Lane V/C Ratio	-	-	0.43	0.081	0.202	-
HCM Control Delay (s)	-	-	41.9	10.5	9.1	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	1.9	0.3	0.8	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	602	349	237	1380	13	119	0	107	2	0	2
Future Volume (vph)	13	602	349	237	1380	13	119	0	107	2	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	12	12	12	12	15	12
Grade (%)		-1%			4%			-8%			0%	
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.999				0.850		0.932	
Flt Protected		0.999			0.993			0.950			0.976	
Satd. Flow (prot)	0	2866	0	0	2996	0	0	1877	1680	0	1864	0
Flt Permitted		0.909			0.606			0.755			0.908	
Satd. Flow (perm)	0	2608	0	0	1828	0	0	1492	1680	0	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		305			2				116		18	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		637			968			574			256	
Travel Time (s)		9.7			14.7			13.0			5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	25%	0%	0%	11%	2%	0%	2%	0%	2%	2%	2%
Adj. Flow (vph)	14	654	379	258	1500	14	129	0	116	2	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1047	0	0	1772	0	0	129	116	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.12	1.12	1.12	0.95	0.95	0.95	1.00	0.88	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

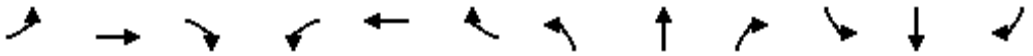
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	2	2		6	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0	21.0	20.0	20.0	
Total Split (s)	99.0	99.0		99.0	99.0		21.0	21.0	21.0	21.0	21.0	
Total Split (%)	82.5%	82.5%		82.5%	82.5%		17.5%	17.5%	17.5%	17.5%	17.5%	
Maximum Green (s)	94.0	94.0		94.0	94.0		16.0	16.0	16.0	17.0	17.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0			5.0			5.0	5.0		4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None	None	None	None	
Walk Time (s)										5.0	5.0	
Flash Dont Walk (s)										11.0	11.0	
Pedestrian Calls (#/hr)										0	0	
v/c Ratio		0.49			1.21			0.74	0.39		0.02	
Control Delay		2.5			119.3			75.2	12.4		0.2	
Queue Delay		0.0			0.1			0.0	0.0		0.0	
Total Delay		2.6			119.4			75.2	12.4		0.2	
Queue Length 50th (ft)		48			~898			96	0		0	
Queue Length 95th (ft)		61			#1042			#175	54		1	
Internal Link Dist (ft)		557			888			494			176	
Turn Bay Length (ft)									150			
Base Capacity (vph)		2145			1461			198	324		261	
Starvation Cap Reductn		77			0			0	0		0	
Spillback Cap Reductn		0			25			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.51			1.23			0.65	0.36		0.02	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A





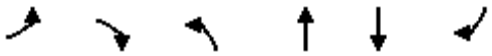
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	602	349	237	1380	13	119	0	107	2	0	2
Future Volume (veh/h)	13	602	349	237	1380	13	119	0	107	2	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1564	1564	1564	1643	1643	1643	2185	2185	2215	1870	1945	1870
Adj Flow Rate, veh/h	14	654	379	258	1500	14	129	0	116	2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	25	25	25	11	11	11	2	2	0	2	2	2
Cap, veh/h	42	1377	788	240	1572	17	216	0	232	58	15	28
Arrive On Green	0.79	0.79	0.79	0.79	0.79	0.79	0.12	0.00	0.12	0.12	0.00	0.12
Sat Flow, veh/h	15	1736	993	253	1983	21	1260	0	1877	105	119	225
Grp Volume(v), veh/h	572	0	475	781	0	991	129	0	116	4	0	0
Grp Sat Flow(s),veh/h/ln	1500	0	1244	765	0	1491	1260	0	1877	450	0	0
Q Serve(g_s), s	0.0	0.0	15.3	79.8	0.0	49.2	0.0	0.0	6.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	14.3	0.0	15.3	95.1	0.0	49.2	12.7	0.0	6.9	12.8	0.0	0.0
Prop In Lane	0.02		0.80	0.33		0.01	1.00		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	1220	0	987	647	0	1182	216	0	232	101	0	0
V/C Ratio(X)	0.47	0.00	0.48	1.21	0.00	0.84	0.60	0.00	0.50	0.04	0.00	0.00
Avail Cap(c_a), veh/h	1220	0	987	647	0	1182	232	0	250	127	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.00	0.80	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.1	0.0	4.2	22.6	0.0	7.7	51.6	0.0	49.1	46.6	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	1.3	107.8	0.0	7.2	3.7	0.0	1.7	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	2.9	36.2	0.0	12.3	4.0	0.0	3.4	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.1	0.0	5.5	130.3	0.0	14.8	55.3	0.0	50.8	46.8	0.0	0.0
LnGrp LOS	A	A	A	F	A	B	E	A	D	D	A	A
Approach Vol, veh/h		1047			1772			245			4	
Approach Delay, s/veh		5.3			65.8			53.2			46.8	
Approach LOS		A			E			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		100.1		19.9		100.1		19.9				
Change Period (Y+Rc), s		5.0		* 5		5.0		5.0				
Max Green Setting (Gmax), s		94.0		* 17		94.0		16.0				
Max Q Clear Time (g_c+I1), s		17.3		14.8		97.1		14.7				
Green Ext Time (p_c), s		8.9		0.0		0.0		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			44.1									
HCM 6th LOS			D									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	57	58	169	724	7
Future Volume (vph)	8	57	58	169	724	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Grade (%)	-4%			-4%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.882				0.999	
Flt Protected	0.994			0.987		
Satd. Flow (prot)	1645	0	0	1701	1655	0
Flt Permitted	0.994			0.987		
Satd. Flow (perm)	1645	0	0	1701	1655	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	380			540	375	
Travel Time (s)	8.6			12.3	8.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	12%	6%	2%	11%	9%	29%
Adj. Flow (vph)	9	64	65	190	813	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	0	255	821	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.93	0.93	1.02	1.02	1.07	1.07
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

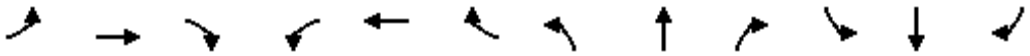
Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	57	58	169	724	7
Future Vol, veh/h	8	57	58	169	724	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-4	-	-	-4	3	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	12	6	2	11	9	29
Mvmt Flow	9	64	65	190	813	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1137	817	821	0	-	0
Stage 1	817	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Critical Hdwy	5.72	5.86	4.12	-	-	-
Critical Hdwy Stg 1	4.72	-	-	-	-	-
Critical Hdwy Stg 2	4.72	-	-	-	-	-
Follow-up Hdwy	3.608	3.354	2.218	-	-	-
Pot Cap-1 Maneuver	275	406	808	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	250	406	808	-	-	-
Mov Cap-2 Maneuver	250	-	-	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	767	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.8	2.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	808	-	377	-	-
HCM Lane V/C Ratio	0.081	-	0.194	-	-
HCM Control Delay (s)	9.8	0	16.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.7	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	2	7	17	1	2	2	162	8	3	696	1
Future Volume (vph)	2	2	7	17	1	2	2	162	8	3	696	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)		-8%			-3%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.910			0.987			0.994				
Flt Protected		0.992			0.959			0.999				
Satd. Flow (prot)	0	1659	0	0	1704	0	0	1657	0	0	1733	0
Flt Permitted		0.992			0.959			0.999				
Satd. Flow (perm)	0	1659	0	0	1704	0	0	1657	0	0	1733	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		345			400			127			243	
Travel Time (s)		7.8			9.1			2.9			5.5	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	13%	0%	0%	6%	0%
Adj. Flow (vph)	2	2	8	18	1	2	2	176	9	3	757	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	21	0	0	187	0	0	761	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.07	1.07	1.07	1.02	1.02	1.02	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	7	17	1	2	2	162	8	3	696	1
Future Vol, veh/h	2	2	7	17	1	2	2	162	8	3	696	1
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-8	-	-	-3	-	-	-4	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	0	0	0	0	13	0	0	6	0
Mvmt Flow	2	2	8	18	1	2	2	176	9	3	757	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	951	953	758	954	949	182	758	0	0	185	0	0
Stage 1	764	764	-	185	185	-	-	-	-	-	-	-
Stage 2	187	189	-	769	764	-	-	-	-	-	-	-
Critical Hdwy	5.52	4.9	5.4	6.5	5.9	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	4.52	3.9	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.52	3.9	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	366	399	485	282	307	879	862	-	-	1402	-	-
Stage 1	557	584	-	847	774	-	-	-	-	-	-	-
Stage 2	885	813	-	451	472	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	362	396	485	275	305	878	862	-	-	1402	-	-
Mov Cap-2 Maneuver	362	396	-	275	305	-	-	-	-	-	-	-
Stage 1	555	582	-	844	772	-	-	-	-	-	-	-
Stage 2	878	811	-	440	470	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.4	18.1	0.1	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	862	-	-	440	297	1402	-	-
HCM Lane V/C Ratio	0.003	-	-	0.027	0.073	0.002	-	-
HCM Control Delay (s)	9.2	0	-	13.4	18.1	7.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	9	5	142	9	11	2	109	63	51	570	5
Future Volume (vph)	2	9	5	142	9	11	2	109	63	51	570	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)		-10%			1%			-4%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.991			0.951			0.999	
Flt Protected		0.994			0.958			0.999			0.996	
Satd. Flow (prot)	0	1666	0	0	1387	0	0	1637	0	0	1699	0
Flt Permitted		0.994			0.958			0.999			0.996	
Satd. Flow (perm)	0	1666	0	0	1387	0	0	1637	0	0	1699	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		384			403			243			1071	
Travel Time (s)		8.7			9.2			5.5			24.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	11%	0%	23%	11%	0%	0%	7%	12%	6%	6%	0%
Adj. Flow (vph)	2	10	6	163	10	13	2	125	72	59	655	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	186	0	0	199	0	0	720	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.10	1.10	1.10	1.02	1.02	1.02	1.07	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	15.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	9	5	142	9	11	2	109	63	51	570	5
Future Vol, veh/h	2	9	5	142	9	11	2	109	63	51	570	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-10	-	-	1	-	-	-4	-	-	3	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	11	0	23	11	0	0	7	12	6	6	0
Mvmt Flow	2	10	6	163	10	13	2	125	72	59	655	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	953	977	658	949	944	161	661	0	0	197	0	0
Stage 1	776	776	-	165	165	-	-	-	-	-	-	-
Stage 2	177	201	-	784	779	-	-	-	-	-	-	-
Critical Hdwy	5.1	4.61	5.2	7.53	6.81	6.3	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	4.1	3.61	-	6.53	5.81	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.1	3.61	-	6.53	5.81	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.099	3.3	3.707	4.099	3.3	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	409	417	562	209	240	885	937	-	-	1352	-	-
Stage 1	605	607	-	783	738	-	-	-	-	-	-	-
Stage 2	915	803	-	341	377	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	368	387	562	192	223	885	937	-	-	1352	-	-
Mov Cap-2 Maneuver	368	387	-	192	223	-	-	-	-	-	-	-
Stage 1	604	565	-	781	737	-	-	-	-	-	-	-
Stage 2	887	801	-	308	351	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.8	90.4	0.1	0.6
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	937	-	-	426	204	1352	-	-
HCM Lane V/C Ratio	0.002	-	-	0.043	0.913	0.043	-	-
HCM Control Delay (s)	8.9	0	-	13.8	90.4	7.8	0	-
HCM Lane LOS	A	A	-	B	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	7.3	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	161	6	16	104	8	482
Future Volume (vph)	161	6	16	104	8	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Grade (%)	7%		-10%			4%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995		0.883			
Flt Protected	0.954					0.999
Satd. Flow (prot)	1521	0	1609	0	0	1832
Flt Permitted	0.954					0.999
Satd. Flow (perm)	1521	0	1609	0	0	1832
Link Speed (mph)	30		30			30
Link Distance (ft)	502		1071			320
Travel Time (s)	11.4		24.3			7.3
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	11%	0%	11%	5%	0%	5%
Adj. Flow (vph)	196	7	20	127	10	588
Shared Lane Traffic (%)						
Lane Group Flow (vph)	203	0	147	0	0	598
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	0.98	0.98	0.98	0.98
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	161	6	16	104	8	482
Future Vol, veh/h	161	6	16	104	8	482
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	7	-	-10	-	-	4
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	11	0	11	5	0	5
Mvmt Flow	196	7	20	127	10	588

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	692	84	0	0	147	0
Stage 1	84	-	-	-	-	-
Stage 2	608	-	-	-	-	-
Critical Hdwy	7.91	6.9	-	-	4.1	-
Critical Hdwy Stg 1	6.91	-	-	-	-	-
Critical Hdwy Stg 2	6.91	-	-	-	-	-
Follow-up Hdwy	3.599	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	303	965	-	-	1447	-
Stage 1	888	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	300	965	-	-	1447	-
Mov Cap-2 Maneuver	300	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	412	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	36.8	0	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	308	1447	-
HCM Lane V/C Ratio	-	-	0.661	0.007	-
HCM Control Delay (s)	-	-	36.8	7.5	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	4.4	0	-

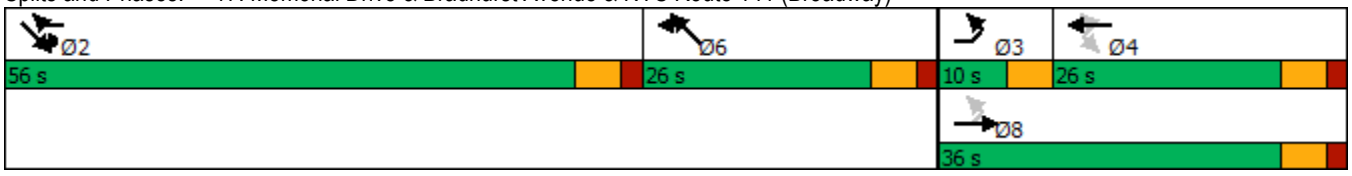
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	113	1	15	164	311	806	9	6	1	39	33
Future Volume (vph)	0	113	1	15	164	311	806	9	6	1	39	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	13	11	12	12	12	14	14	14
Grade (%)		-5%			0%			0%			-4%	
Storage Length (ft)	0		0	0		60	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.999			0.938	
Flt Protected					0.996			0.953			0.999	
Satd. Flow (prot)	0	1854	0	0	1797	1419	0	1708	0	0	1817	0
Flt Permitted					0.967			0.953			0.999	
Satd. Flow (perm)	0	1854	0	0	1745	1419	0	1708	0	0	1817	0
Right Turn on Red			No			No			No			Yes
Satd. Flow (RTOR)											31	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		502			183			594			399	
Travel Time (s)		11.4			4.2			13.5			9.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	5%	0%	7%	9%	10%	6%	0%	0%	100%	5%	6%
Adj. Flow (vph)	0	126	1	17	182	346	896	10	7	1	43	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	127	0	0	199	346	0	913	0	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.96	0.96	1.04	1.00	1.00	1.00	0.89	0.89	0.89
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83	35	20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5	-5	0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5	-5	0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40	40	20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Turn Type		NA		Perm	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	3	8			4	2	2	2		6	6	
Permitted Phases	8			4		4						
Detector Phase	3	8		4	4	2	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	10.0	36.0		26.0	26.0	56.0	56.0	56.0		26.0	26.0	
Total Split (%)	8.5%	30.5%		22.0%	22.0%	47.5%	47.5%	47.5%		22.0%	22.0%	
Maximum Green (s)	6.0	30.0		20.0	20.0	50.0	50.0	50.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0	3.0	3.0	3.0		2.0	2.0	
Recall Mode	None	None		Max	Max	None	None	None		None	None	
v/c Ratio		0.32			0.53	0.29		0.99			0.47	
Control Delay		35.0			39.7	3.4		52.3			37.4	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		35.0			39.7	3.4		52.3			37.4	
Queue Length 50th (ft)		66			108	42		~555			29	
Queue Length 95th (ft)		123			186	84		#868			75	
Internal Link Dist (ft)		422			103			514			319	
Turn Bay Length (ft)						60						
Base Capacity (vph)		598			375	1182		919			415	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.21			0.53	0.29		0.99			0.20	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 93.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 17: Memorial Drive & Bradhurst Avenue & NYS Route 141 (Broadway)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	113	1	15	164	311	806	9	6	1	39	33
Future Volume (veh/h)	0	113	1	15	164	311	806	9	6	1	39	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2022	2022	2022	1837	1837	1752	1900	1900	1900	2062	2062	2062
Adj Flow Rate, veh/h	0	126	1	17	182	346	896	10	7	1	43	37
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	9	9	10	0	0	0	5	5	5
Cap, veh/h	33	556	4	59	378	1108	936	10	7	1	58	50
Arrive On Green	0.00	0.22	0.22	0.22	0.22	0.22	0.53	0.53	0.53	0.06	0.06	0.06
Sat Flow, veh/h	0	2003	16	73	1729	1485	1775	20	14	24	1011	870
Grp Volume(v), veh/h	0	0	127	199	0	346	913	0	0	81	0	0
Grp Sat Flow(s),veh/h/ln	0	0	2019	1802	0	1485	1809	0	0	1904	0	0
Q Serve(g_s), s	0.0	0.0	5.2	0.0	0.0	7.1	44.1	0.0	0.0	3.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	5.2	8.7	0.0	7.1	44.1	0.0	0.0	3.8	0.0	0.0
Prop In Lane	0.00		0.01	0.09		1.00	0.98		0.01	0.01		0.46
Lane Grp Cap(c), veh/h	0	0	0	437	0	1108	954	0	0	109	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.46	0.00	0.31	0.96	0.00	0.00	0.74	0.00	0.00
Avail Cap(c_a), veh/h	0	0	0	437	0	1108	989	0	0	416	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	31.3	0.0	3.8	20.6	0.0	0.0	42.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	3.4	0.0	0.7	18.8	0.0	0.0	3.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	4.2	0.0	7.9	21.8	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	34.7	0.0	4.6	39.4	0.0	0.0	46.2	0.0	0.0
LnGrp LOS	A	A	A	C	A	A	D	A	A	D	A	A
Approach Vol, veh/h		127			545			913			81	
Approach Delay, s/veh		0.0			15.6			39.4			46.2	
Approach LOS		A			B			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.3		26.0		11.2		26.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		50.0		20.0		20.0		30.0				
Max Q Clear Time (g_c+I1), s		46.1		10.7		5.8		7.2				
Green Ext Time (p_c), s		2.2		1.1		0.2		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			28.9									
HCM 6th LOS			C									



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	329	623	123	489	0	0
Future Volume (vph)	329	623	123	489	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	15	15
Grade (%)	-1%			-2%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.912					
Flt Protected				0.990		
Satd. Flow (prot)	1625	0	0	1986	0	2132
Flt Permitted				0.990		
Satd. Flow (perm)	1625	0	0	1986	0	2132
Link Speed (mph)	30			30	30	
Link Distance (ft)	183			641	431	
Travel Time (s)	4.2			14.6	9.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	17%	2%	2%	10%	0%	0%
Adj. Flow (vph)	370	700	138	549	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1070	0	0	687	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.84	0.84	0.86	0.86
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

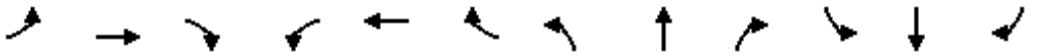
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	329	623	123	489	0	0
Future Vol, veh/h	329	623	123	489	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-2	-4	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	17	2	2	10	0	0
Mvmt Flow	370	700	138	549	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1070	0	-	720
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	5.8
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.3
Pot Cap-1 Maneuver	-	-	651	-	0	467
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	651	-	-	467
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	651	-
HCM Lane V/C Ratio	-	-	-	0.212	-
HCM Control Delay (s)	0	-	-	12	0
HCM Lane LOS	A	-	-	B	A
HCM 95th %tile Q(veh)	-	-	-	0.8	-

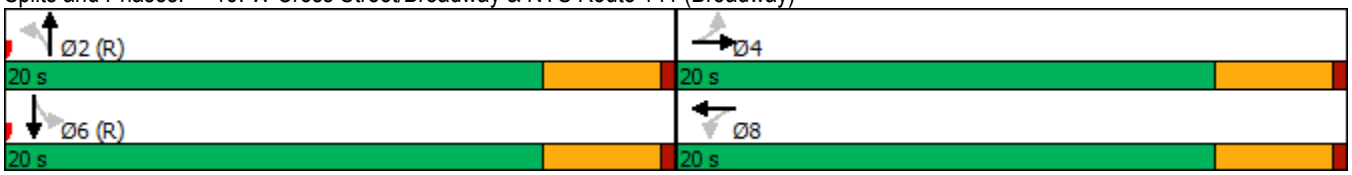


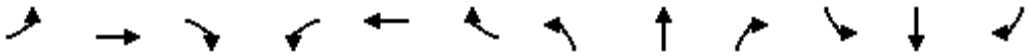
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	232	29	13	404	35	181	35	175	16	0	27
Future Volume (vph)	67	232	29	13	404	35	181	35	175	16	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	16	16	16	16	16	16
Grade (%)		1%			-5%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.988			0.990			0.940			0.916	
Flt Protected		0.990			0.999			0.977			0.981	
Satd. Flow (prot)	0	1658	0	0	1838	0	0	1801	0	0	1743	0
Flt Permitted		0.866			0.987			0.830			0.850	
Satd. Flow (perm)	0	1450	0	0	1816	0	0	1530	0	0	1509	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			13			121			28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		641			362			242			222	
Travel Time (s)		14.6			8.2			5.5			5.0	
Confl. Peds. (#/hr)			1	1					3	3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	19%	7%	0%	9%	3%	2%	0%	16%	13%	0%	8%
Adj. Flow (vph)	71	244	31	14	425	37	191	37	184	17	0	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	346	0	0	476	0	0	412	0	0	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.85	0.85	0.85	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.59			0.65			0.60			0.07	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		14.0			14.6			11.0			5.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.0			14.6			11.0			5.0	
Queue Length 50th (ft)		54			78			45			2	
Queue Length 95th (ft)		114			151			109			14	
Internal Link Dist (ft)		561			282			162			142	
Turn Bay Length (ft)												
Base Capacity (vph)		589			734			684			620	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.59			0.65			0.60			0.07	

Intersection Summary	
Area Type:	Other
Cycle Length: 40	
Actuated Cycle Length: 40	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Pretimed	

Splits and Phases: 19: W Cross Street/Broadway & NYS Route 141 (Broadway)

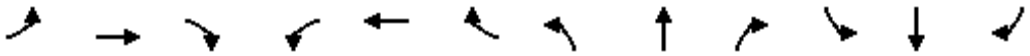




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	232	29	13	404	35	181	35	175	16	0	27
Future Volume (veh/h)	67	232	29	13	404	35	181	35	175	16	0	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1677	1677	1677	2040	2040	2040	1970	1970	1970	1952	1952	1952
Adj Flow Rate, veh/h	71	244	31	14	425	37	191	37	184	17	0	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	19	19	9	9	9	0	0	0	0	0	0
Cap, veh/h	184	471	54	101	729	62	387	100	287	315	53	402
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.00	0.40
Sat Flow, veh/h	189	1178	135	21	1821	155	639	251	718	477	133	1005
Grp Volume(v), veh/h	346	0	0	476	0	0	412	0	0	45	0	0
Grp Sat Flow(s),veh/h/ln	1501	0	0	1997	0	0	1609	0	0	1615	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0	7.4	0.0	0.0	8.1	0.0	0.0	0.6	0.0	0.0
Prop In Lane	0.21		0.09	0.03		0.08	0.46		0.45	0.38		0.62
Lane Grp Cap(c), veh/h	709	0	0	892	0	0	775	0	0	770	0	0
V/C Ratio(X)	0.49	0.00	0.00	0.53	0.00	0.00	0.53	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	709	0	0	892	0	0	775	0	0	770	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	0.0	0.0	9.4	0.0	0.0	9.5	0.0	0.0	7.4	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.0	2.3	0.0	0.0	2.6	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	2.9	0.0	0.0	2.6	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	0.0	11.7	0.0	0.0	12.1	0.0	0.0	7.5	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		346			476			412			45	
Approach Delay, s/veh		11.5			11.7			12.1			7.5	
Approach LOS		B			B			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		20.0		20.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s		10.1		8.4		2.6		9.4				
Green Ext Time (p_c), s		1.2		1.2		0.1		1.5				

Intersection Summary												
HCM 6th Ctrl Delay			11.6									
HCM 6th LOS			B									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	36	3	27	1	709	32	2	1600	2
Future Volume (vph)	0	0	0	36	3	27	1	709	32	2	1600	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	11	11	11	11	11	11
Grade (%)		4%			-10%			0%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt					0.945			0.994				
Flt Protected					0.973							
Satd. Flow (prot)	0	2110	0	0	1834	0	0	2751	0	0	3160	0
Flt Permitted					0.973							
Satd. Flow (perm)	0	2110	0	0	1834	0	0	2751	0	0	3160	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		196			421			1159			795	
Travel Time (s)		4.5			9.6			17.6			12.0	
Confl. Peds. (#/hr)	1		1				1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	27%	7%	0%	11%	0%
Adj. Flow (vph)	0	0	0	40	3	30	1	779	35	2	1758	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	73	0	0	815	0	0	1762	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.87	0.87	0.87	0.94	0.94	0.94	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	36	3	27	1	709	32	2	1600	2
Future Vol, veh/h	0	0	0	36	3	27	1	709	32	2	1600	2
Conflicting Peds, #/hr	1	0	1	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	-10	-	-	0	-	-	-1	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	27	7	0	11	0
Mvmt Flow	0	0	0	40	3	30	1	779	35	2	1758	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2158	2580	882	1683	2564	408	1761	0	0	814	0	0
Stage 1	1764	1764	-	799	799	-	-	-	-	-	-	-
Stage 2	394	816	-	884	1765	-	-	-	-	-	-	-
Critical Hdwy	8.3	7.3	7.3	5.5	4.5	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.3	6.3	-	4.5	3.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.3	6.3	-	4.5	3.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	17	15	266	160	110	670	360	-	-	822	-	-
Stage 1	60	94	-	545	624	-	-	-	-	-	-	-
Stage 2	557	328	-	508	369	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	14	13	266	146	97	669	360	-	-	822	-	-
Mov Cap-2 Maneuver	14	13	-	146	97	-	-	-	-	-	-	-
Stage 1	60	83	-	542	621	-	-	-	-	-	-	-
Stage 2	526	326	-	451	327	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	31.3	0	0.5
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	360	-	-	-	208	822	-	-
HCM Lane V/C Ratio	0.003	-	-	-	0.349	0.003	-	-
HCM Control Delay (s)	15	0	-	0	31.3	9.4	0.5	-
HCM Lane LOS	C	A	-	A	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.5	0	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	909	164	265	1236	36	55
Future Volume (vph)	909	164	265	1236	36	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Grade (%)	1%			0%	-7%	
Storage Length (ft)		0	0		0	60
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00	
Frt	0.977					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	2757	0	1728	1625	1668	1592
Flt Permitted			0.198		0.950	
Satd. Flow (perm)	2757	0	360	1625	1664	1592
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	43					60
Link Speed (mph)	45			45	30	
Link Distance (ft)	1261			637	366	
Travel Time (s)	19.1			9.7	8.3	
Confl. Peds. (#/hr)					1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	27%	1%	1%	13%	12%	5%
Adj. Flow (vph)	988	178	288	1343	39	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1166	0	288	1343	39	60
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.05	1.05	1.04	1.04	0.96	0.96
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	20.0		9.0	20.0	20.0	20.0
Total Split (s)	91.0		9.0	100.0	20.0	20.0
Total Split (%)	75.8%		7.5%	83.3%	16.7%	16.7%
Maximum Green (s)	86.0		4.0	95.0	15.0	15.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Min		None	C-Min	Min	Min
v/c Ratio	0.58		0.70	0.98	0.34	0.36
Control Delay	5.9		7.7	9.4	60.4	19.0
Queue Delay	0.0		0.0	37.7	0.0	0.0
Total Delay	5.9		7.7	47.1	60.4	19.0
Queue Length 50th (ft)	34		23	194	29	0
Queue Length 95th (ft)	124		m22	m160	65	42
Internal Link Dist (ft)	1181			557	286	
Turn Bay Length (ft)						60
Base Capacity (vph)	2013		414	1377	208	251
Starvation Cap Reductn	0		0	148	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.58		0.70	1.09	0.19	0.24

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 21: Skyline Drive & NYS Route 9A





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	909	164	265	1236	36	55
Future Volume (veh/h)	909	164	265	1236	36	55
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1494	1494	1885	1707	1995	2100
Adj Flow Rate, veh/h	988	178	288	1343	39	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	27	27	1	13	12	5
Cap, veh/h	1900	342	432	1478	97	91
Arrive On Green	0.79	0.79	0.07	1.00	0.05	0.05
Sat Flow, veh/h	2478	432	1795	1707	1900	1780
Grp Volume(v), veh/h	583	583	288	1343	39	60
Grp Sat Flow(s),veh/h/ln	1419	1416	1795	1707	1900	1780
Q Serve(g_s), s	17.5	17.6	4.0	0.0	2.4	4.0
Cycle Q Clear(g_c), s	17.5	17.6	4.0	0.0	2.4	4.0
Prop In Lane		0.31	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1122	1120	432	1478	97	91
V/C Ratio(X)	0.52	0.52	0.67	0.91	0.40	0.66
Avail Cap(c_a), veh/h	1122	1120	432	1478	238	222
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	4.5	4.5	6.0	0.0	55.2	55.9
Incr Delay (d2), s/veh	1.3	1.3	0.4	1.1	2.7	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	3.8	1.5	0.4	1.2	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.7	5.7	6.4	1.1	57.9	63.9
LnGrp LOS	A	A	A	A	E	E
Approach Vol, veh/h	1166			1631	99	
Approach Delay, s/veh	5.7			2.0	61.5	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.0	99.9				108.9	11.1
Change Period (Y+Rc), s	5.0	5.0				5.0	5.0
Max Green Setting (Gmax), s	4.0	86.0				95.0	15.0
Max Q Clear Time (g_c+I1), s	6.0	19.6				2.0	6.0
Green Ext Time (p_c), s	0.0	9.6				24.0	0.1

Intersection Summary							
HCM 6th Ctrl Delay			5.5				
HCM 6th LOS			A				

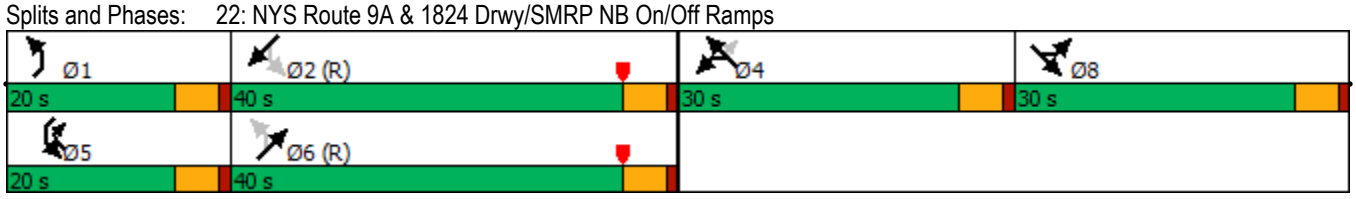
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	549	26	92	40	11	21	87	571	42	57	1129	12
Future Volume (vph)	549	26	92	40	11	21	87	571	42	57	1129	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	11	11	11	11	11	11
Grade (%)		5%			-9%			-1%			-1%	
Storage Length (ft)	150		0	100		60	230		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00				0.99						
Frt		0.958				0.850		0.990			0.998	
Flt Protected	0.950	0.969		0.950	0.972		0.950			0.950		
Satd. Flow (prot)	1530	1506	0	1732	1772	1631	1670	2672	0	1719	3022	0
Flt Permitted	0.950	0.969		0.950	0.972		0.087			0.302		
Satd. Flow (perm)	1528	1504	0	1732	1772	1610	153	2672	0	547	3022	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				64		6			1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		211			341			3169			1261	
Travel Time (s)		4.8			7.8			48.0			19.1	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	5%	32%	2%	2%	16%	0%
Adj. Flow (vph)	597	28	100	43	12	23	95	621	46	62	1227	13
Shared Lane Traffic (%)	38%			37%								
Lane Group Flow (vph)	370	355	0	27	28	23	95	667	0	62	1240	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.13	1.13	1.13	0.99	0.99	0.99	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template												
Leading Detector (ft)	35	83		35	83	35	35	83		35	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

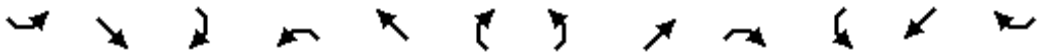
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4	5	1	6		5	2	
Permitted Phases						4	6			2		
Detector Phase	8	8		4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	20.0	20.0	40.0		20.0	40.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%	16.7%	16.7%	33.3%		16.7%	33.3%	
Maximum Green (s)	25.0	25.0		25.0	25.0	15.0	15.0	35.0		15.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
v/c Ratio	0.68	0.65		0.28	0.29	0.10	0.54	0.63		0.21	1.11	
Control Delay	41.2	38.4		61.3	61.3	0.9	30.7	33.4		15.6	87.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	41.2	38.4		61.3	61.3	0.9	30.7	33.4		15.6	87.6	
Queue Length 50th (ft)	261	236		21	22	0	39	218		21	~576	
Queue Length 95th (ft)	383	354		53	54	0	82	308		m23	m#676	
Internal Link Dist (ft)		131			261			3089			1181	
Turn Bay Length (ft)	150			100		60	230			150		
Base Capacity (vph)	543	544		360	369	332	263	1066		407	1115	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.68	0.65		0.07	0.08	0.07	0.36	0.63		0.15	1.11	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: NYS Route 9A & 1824 Drwy/SMRP NB On/Off Ramps





Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	549	26	92	40	11	21	87	571	42	57	1129	12
Future Volume (veh/h)	549	26	92	40	11	21	87	571	42	57	1129	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1753	1753	2254	2254	2254	1864	1459	1459	1909	1699	1699
Adj Flow Rate, veh/h	710	0	0	28	34	23	95	621	46	62	1227	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	0	0	0	0	5	32	32	2	16	16
Cap, veh/h	684	365	0	84	88	144	253	1438	106	447	1786	19
Arrive On Green	0.21	0.00	0.00	0.04	0.04	0.04	0.04	0.55	0.55	0.04	0.55	0.55
Sat Flow, veh/h	3282	1753	0	2147	2254	1896	1776	2617	194	1818	3272	35
Grp Volume(v), veh/h	710	0	0	28	34	23	95	329	338	62	605	635
Grp Sat Flow(s),veh/h/ln	1641	1753	0	2147	2254	1896	1776	1386	1424	1818	1614	1693
Q Serve(g_s), s	25.0	0.0	0.0	1.5	1.8	1.4	2.8	16.8	16.9	1.8	32.7	32.7
Cycle Q Clear(g_c), s	25.0	0.0	0.0	1.5	1.8	1.4	2.8	16.8	16.9	1.8	32.7	32.7
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.14	1.00		0.02
Lane Grp Cap(c), veh/h	684	365	0	84	88	144	253	761	782	447	881	924
V/C Ratio(X)	1.04	0.00	0.00	0.33	0.38	0.16	0.38	0.43	0.43	0.14	0.69	0.69
Avail Cap(c_a), veh/h	684	365	0	447	470	465	404	761	782	608	881	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.19	0.19	0.19
Uniform Delay (d), s/veh	47.5	0.0	0.0	56.1	56.2	51.9	16.5	16.0	16.0	12.1	19.8	19.8
Incr Delay (d2), s/veh	44.7	0.0	0.0	0.9	1.0	0.2	0.3	1.8	1.7	0.0	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.4	0.0	0.0	0.8	1.0	0.7	1.0	5.3	5.5	0.7	11.4	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.2	0.0	0.0	57.0	57.3	52.1	16.9	17.8	17.7	12.1	20.6	20.6
LnGrp LOS	F	A	A	E	E	D	B	B	B	B	C	C
Approach Vol, veh/h		710			85			762			1302	
Approach Delay, s/veh		92.2			55.8			17.6			20.2	
Approach LOS		F			E			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	70.5		9.7	9.4	70.9		30.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	35.0		25.0	15.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	4.8	34.7		3.8	3.8	18.9		27.0				
Green Ext Time (p_c), s	0.1	0.2		0.1	0.0	3.1		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		38.5
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	53	14	706	263	81	1182
Future Volume (vph)	53	14	706	263	81	1182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		-5%			5%
Storage Length (ft)	0	210		260	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950					0.997
Satd. Flow (prot)	1721	1663	2839	1554	0	2970
Flt Permitted	0.950					0.997
Satd. Flow (perm)	1721	1663	2839	1554	0	2970
Link Speed (mph)	30		45			45
Link Distance (ft)	390		1407			3169
Travel Time (s)	8.9		21.3			48.0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	8%	0%	26%	3%	3%	15%
Adj. Flow (vph)	54	14	720	268	83	1206
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	14	720	268	0	1289
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.01	1.01	1.08	1.08
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

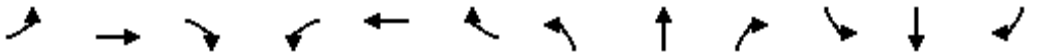
Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	53	14	706	263	81	1182
Future Vol, veh/h	53	14	706	263	81	1182
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	210	-	260	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-6	-	-5	-	-	5
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	8	0	26	3	3	15
Mvmt Flow	54	14	720	268	83	1206

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1489	360	0	0	720	0
Stage 1	720	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Critical Hdwy	5.76	6.3	-	-	4.16	-
Critical Hdwy Stg 1	4.76	-	-	-	-	-
Critical Hdwy Stg 2	4.76	-	-	-	-	-
Follow-up Hdwy	3.58	3.3	-	-	2.23	-
Pot Cap-1 Maneuver	178	682	-	-	871	-
Stage 1	544	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	127	682	-	-	871	-
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	370	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	44	0	1.7
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	127	682	871	-
HCM Lane V/C Ratio	-	-	0.426	0.021	0.095	-
HCM Control Delay (s)	-	-	52.9	10.4	9.6	1.2
HCM Lane LOS	-	-	F	B	A	A
HCM 95th %tile Q(veh)	-	-	1.9	0.1	0.3	-



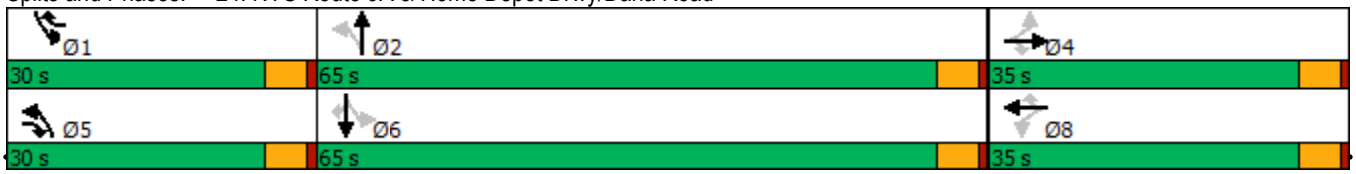
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	36	122	53	20	99	142	799	128	208	959	95
Future Volume (vph)	66	36	122	53	20	99	142	799	128	208	959	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		5%			-6%			2%			-2%	
Storage Length (ft)	0		240	0		210	260		0	140		260
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor		1.00				0.99						
Frt			0.850			0.850		0.979				0.850
Flt Protected		0.969			0.965		0.950			0.950		
Satd. Flow (prot)	0	1690	1445	0	1680	1517	1630	2830	0	1647	3038	1447
Flt Permitted		0.785			0.762		0.181			0.171		
Satd. Flow (perm)	0	1367	1445	0	1327	1495	310	2830	0	296	3038	1447
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59			97		18				100
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		782			1125			1260			1407	
Travel Time (s)		17.8			30.7			19.1			21.3	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	8%	3%	9%	10%	5%	6%	6%	22%	4%	7%	16%	9%
Adj. Flow (vph)	69	38	128	56	21	104	149	841	135	219	1009	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	107	128	0	77	104	149	976	0	219	1009	100
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.01	1.01	1.01	1.06	1.06	1.06	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83		35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

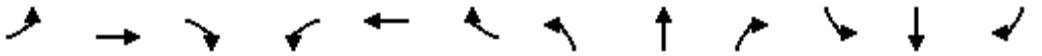
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Detector Phase	4	4	5	8	8	1	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0	5.0	8.0	8.0	5.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	13.0	13.0	10.0	35.0	35.0	10.0	10.0	28.0		10.0	15.0	15.0
Total Split (s)	35.0	35.0	30.0	35.0	35.0	30.0	30.0	65.0		30.0	65.0	65.0
Total Split (%)	26.9%	26.9%	23.1%	26.9%	26.9%	23.1%	23.1%	50.0%		23.1%	50.0%	50.0%
Maximum Green (s)	30.0	30.0	25.0	30.0	30.0	25.0	25.0	60.0		25.0	60.0	60.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	5.0		2.0	5.0	5.0
Recall Mode	None	None	None	Ped	Ped	None	None	Min		None	Min	Min
Walk Time (s)				7.0	7.0			7.0				
Flash Dont Walk (s)				23.0	23.0			16.0				
Pedestrian Calls (#/hr)				2	2			0				
v/c Ratio		0.26	0.19		0.19	0.15	0.53	0.78		0.70	0.73	0.14
Control Delay		32.6	12.4		32.1	5.4	16.0	28.2		23.2	25.3	3.3
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		32.6	12.4		32.1	5.4	16.0	28.2		23.2	25.3	3.3
Queue Length 50th (ft)		52	25		36	2	39	265		60	266	0
Queue Length 95th (ft)		121	78		91	37	64	365		108	348	26
Internal Link Dist (ft)		702			1045			1180			1327	
Turn Bay Length (ft)			240			210	260			140		260
Base Capacity (vph)		412	895		400	876	517	1716		516	1852	921
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.26	0.14		0.19	0.12	0.29	0.57		0.42	0.54	0.11

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 100.9
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 24: NYS Route 9A & Home Depot Drwy/Dana Road

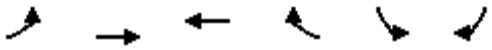




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	36	122	53	20	99	142	799	128	208	959	95
Future Volume (veh/h)	66	36	122	53	20	99	142	799	128	208	959	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1708	1708	1619	2061	2061	2046	1788	1550	1550	1874	1738	1844
Adj Flow Rate, veh/h	69	38	128	56	21	104	149	841	135	219	1009	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	9	5	5	6	6	22	22	7	16	9
Cap, veh/h	63	20	530	66	16	706	299	1101	177	326	1501	710
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.07	0.43	0.43	0.09	0.45	0.45
Sat Flow, veh/h	0	63	1370	0	52	1731	1702	2542	408	1784	3303	1562
Grp Volume(v), veh/h	107	0	128	77	0	104	149	487	489	219	1009	100
Grp Sat Flow(s),veh/h/ln	63	0	1370	52	0	1731	1702	1473	1477	1784	1652	1562
Q Serve(g_s), s	0.0	0.0	6.0	0.0	0.0	3.6	4.5	26.5	26.5	6.3	22.7	3.5
Cycle Q Clear(g_c), s	30.0	0.0	6.0	30.0	0.0	3.6	4.5	26.5	26.5	6.3	22.7	3.5
Prop In Lane	0.64		1.00	0.73		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	83	0	530	82	0	706	299	638	640	326	1501	710
V/C Ratio(X)	1.30	0.00	0.24	0.94	0.00	0.15	0.50	0.76	0.76	0.67	0.67	0.14
Avail Cap(c_a), veh/h	83	0	530	82	0	706	631	935	937	636	2096	991
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.2	0.0	19.6	41.0	0.0	17.6	16.1	22.7	22.7	18.2	20.3	15.0
Incr Delay (d2), s/veh	197.8	0.0	0.1	77.6	0.0	0.0	0.5	4.3	4.2	0.9	1.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.0	1.9	3.6	0.0	1.4	1.6	9.0	9.0	2.3	8.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	237.9	0.0	19.7	118.5	0.0	17.7	16.5	26.9	26.9	19.1	21.4	15.2
LnGrp LOS	F	A	B	F	A	B	B	C	C	B	C	B
Approach Vol, veh/h		235			181			1125			1328	
Approach Delay, s/veh		119.1			60.6			25.6			20.5	
Approach LOS		F			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.6	46.0		35.0	11.6	48.0		35.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	25.0	60.0		30.0	25.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	8.3	28.5		32.0	6.5	24.7		32.0				
Green Ext Time (p_c), s	0.3	12.5		0.0	0.2	15.5		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		33.1	
HCM 6th LOS		C	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	116	93	9	7	106	165
Future Volume (vph)	116	93	9	7	106	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	12	12
Grade (%)		0%	-3%		-2%	
Storage Length (ft)	0			0	135	0
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.940			0.850
Flt Protected		0.973			0.950	
Satd. Flow (prot)	0	1762	1738	0	1753	1584
Flt Permitted		0.973			0.950	
Satd. Flow (perm)	0	1762	1738	0	1753	1584
Link Speed (mph)		25	25		25	
Link Distance (ft)		166	218		338	
Travel Time (s)		4.5	5.9		9.2	
Confl. Peds. (#/hr)	9			9	1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	6%	12%	26%	4%	3%
Adj. Flow (vph)	127	102	10	8	116	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	229	18	0	116	181
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.83	0.83	0.99	0.99
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

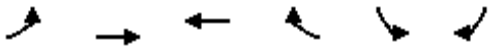
Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	116	93	9	7	106	165
Future Vol, veh/h	116	93	9	7	106	165
Conflicting Peds, #/hr	9	0	0	9	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	135	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-3	-	-2	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	6	12	26	4	3
Mvmt Flow	127	102	10	8	116	181

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	27	0	-	0	380	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	357	-
Critical Hdwy	4.14	-	-	-	6.04	6.03
Critical Hdwy Stg 1	-	-	-	-	5.04	-
Critical Hdwy Stg 2	-	-	-	-	5.04	-
Follow-up Hdwy	2.236	-	-	-	3.536	3.327
Pot Cap-1 Maneuver	1574	-	-	-	645	1052
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	732	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1562	-	-	-	581	1044
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	727	-

Approach	EB	WB	SB
HCM Control Delay, s	4.2	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1562	-	-	-	581	1044
HCM Lane V/C Ratio	0.082	-	-	-	0.2	0.174
HCM Control Delay (s)	7.5	0	-	-	12.7	9.2
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.7	0.6



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	201	116	9	6	71	104
Future Volume (vph)	201	116	9	6	71	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-1%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.944		0.920	
Flt Protected		0.969			0.980	
Satd. Flow (prot)	0	1758	1693	0	1668	0
Flt Permitted		0.969			0.980	
Satd. Flow (perm)	0	1758	1693	0	1668	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		273	311		301	
Travel Time (s)		7.4	8.5		8.2	
Confl. Peds. (#/hr)	1			1	1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	1%	11%	0%	0%	8%
Adj. Flow (vph)	226	130	10	7	80	117
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	356	17	0	197	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	201	116	9	6	71	104
Future Vol, veh/h	201	116	9	6	71	104
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	6	1	11	0	0	8
Mvmt Flow	226	130	10	7	80	117
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	11.5	7.9	9
HCM LOS	B	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	63%	0%	41%
Vol Thru, %	37%	60%	0%
Vol Right, %	0%	40%	59%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	317	15	175
LT Vol	201	0	71
Through Vol	116	9	0
RT Vol	0	6	104
Lane Flow Rate	356	17	197
Geometry Grp	1	1	1
Degree of Util (X)	0.456	0.022	0.247
Departure Headway (Hd)	4.609	4.72	4.524
Convergence, Y/N	Yes	Yes	Yes
Cap	780	756	794
Service Time	2.638	2.761	2.549
HCM Lane V/C Ratio	0.456	0.022	0.248
HCM Control Delay	11.5	7.9	9
HCM Lane LOS	B	A	A
HCM 95th-tile Q	2.4	0.1	1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	196	146	31	83	139	121
Future Volume (vph)	196	146	31	83	139	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Grade (%)	4%			-4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.942				0.937	
Flt Protected				0.986	0.974	
Satd. Flow (prot)	1648	0	0	1740	1867	0
Flt Permitted				0.986	0.974	
Satd. Flow (perm)	1648	0	0	1740	1867	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1125			89	515	
Travel Time (s)	30.7			2.4	14.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	7%	12%	9%	4%	0%
Adj. Flow (vph)	206	154	33	87	146	127
Shared Lane Traffic (%)						
Lane Group Flow (vph)	360	0	0	120	273	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

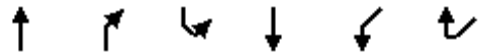
Intersection	
Int Delay, s/veh	5.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	196	146	31	83	139	121
Future Vol, veh/h	196	146	31	83	139	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	-4	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	7	12	9	4	0
Mvmt Flow	206	154	33	87	146	127

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	360	0	436	283
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	153	-
Critical Hdwy	-	-	4.22	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.308	-	3.536	3.3
Pot Cap-1 Maneuver	-	-	1145	-	574	761
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1145	-	557	761
Mov Cap-2 Maneuver	-	-	-	-	557	-
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	844	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	636	-	-	1145	-
HCM Lane V/C Ratio	0.43	-	-	0.028	-
HCM Control Delay (s)	14.9	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	2.2	-	-	0.1	-



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	199	191	36	338	123	33
Future Volume (vph)	199	191	36	338	123	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-1%	10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.934				0.971	
Flt Protected				0.995	0.962	
Satd. Flow (prot)	1568	0	0	1647	1527	0
Flt Permitted				0.995	0.962	
Satd. Flow (perm)	1568	0	0	1647	1527	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	410			565	400	
Travel Time (s)	7.0			9.6	9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	23%	3%	0%	17%	10%	12%
Adj. Flow (vph)	216	208	39	367	134	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	424	0	0	406	170	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.07	1.07
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

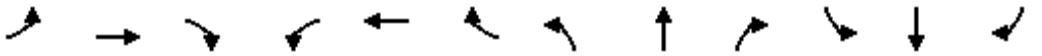
Intersection	
Int Delay, s/veh	7.3

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	199	191	36	338	123	33
Future Vol, veh/h	199	191	36	338	123	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-1	10	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	23	3	0	17	10	12
Mvmt Flow	216	208	39	367	134	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	424	0	765	320
Stage 1	-	-	-	-	320	-
Stage 2	-	-	-	-	445	-
Critical Hdwy	-	-	4.1	-	8.5	7.32
Critical Hdwy Stg 1	-	-	-	-	7.5	-
Critical Hdwy Stg 2	-	-	-	-	7.5	-
Follow-up Hdwy	-	-	2.2	-	3.59	3.408
Pot Cap-1 Maneuver	-	-	1146	-	235	639
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	491	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1146	-	225	639
Mov Cap-2 Maneuver	-	-	-	-	225	-
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	470	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.8	41.2
HCM LOS			E

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1146	-	261
HCM Lane V/C Ratio	-	-	0.034	-	0.65
HCM Control Delay (s)	-	-	8.3	0	41.2
HCM Lane LOS	-	-	A	A	E
HCM 95th %tile Q(veh)	-	-	0.1	-	4.1

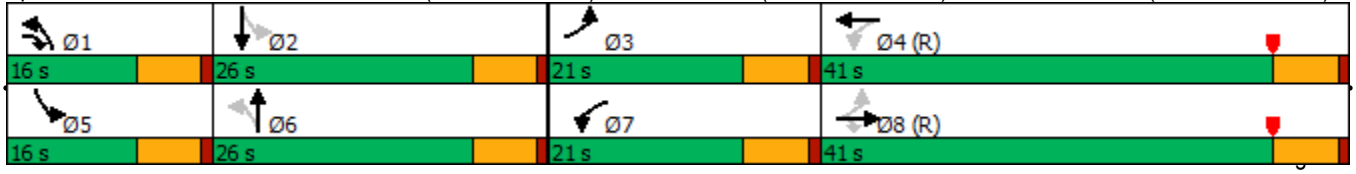


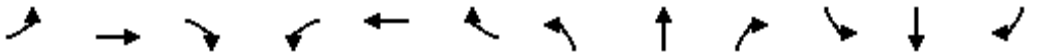
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	634	321	34	448	91	212	185	62	189	197	125
Future Volume (vph)	204	634	321	34	448	91	212	185	62	189	197	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	10	11	11
Grade (%)		7%			-5%			-2%			3%	
Storage Length (ft)	230		0	115		0	290		0	160		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00							
Frt			0.850		0.975			0.962			0.942	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1464	1672	1255	1542	1642	0	1632	1595	0	1522	1384	0
Flt Permitted	0.114			0.198			0.200			0.347		
Satd. Flow (perm)	176	1672	1255	321	1642	0	344	1595	0	556	1384	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			341		11			14			27	
Link Speed (mph)		40			35			30			30	
Link Distance (ft)		434			857			659			593	
Travel Time (s)		7.4			16.7			15.0			13.5	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	15%	6%	20%	16%	11%	13%	8%	16%	15%	9%	22%	25%
Adj. Flow (vph)	217	674	341	36	477	97	226	197	66	201	210	133
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	674	341	36	574	0	226	263	0	201	343	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.01	1.01	1.01	1.03	0.99	0.99	1.11	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template												
Leading Detector (ft)	35	83	35	35	83		35	83		35	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Detector Phase	3	8	1	7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	16.0	11.0	11.0	16.0		11.0	16.0		11.0	16.0	
Total Split (s)	21.0	41.0	16.0	21.0	41.0		16.0	26.0		16.0	26.0	
Total Split (%)	20.2%	39.4%	15.4%	20.2%	39.4%		15.4%	25.0%		15.4%	25.0%	
Maximum Green (s)	15.0	35.0	10.0	15.0	35.0		10.0	20.0		10.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	
v/c Ratio	0.83	0.86	0.38	0.18	0.99		1.01	0.83		0.79	1.20	
Control Delay	46.7	39.8	2.5	14.7	69.3		94.8	60.6		51.4	152.0	
Queue Delay	0.0	22.0	0.3	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	46.7	61.9	2.7	14.7	69.3		94.8	60.6		51.4	152.0	
Queue Length 50th (ft)	88	422	0	11	~404		~115	161		100	~262	
Queue Length 95th (ft)	#206	#679	39	26	#618		#260	#298		#170	#442	
Internal Link Dist (ft)		354			777			579			513	
Turn Bay Length (ft)	230			115			290			160		
Base Capacity (vph)	280	780	908	334	581		223	318		253	287	
Starvation Cap Reductn	0	123	163	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.78	1.03	0.46	0.11	0.99		1.01	0.83		0.79	1.20	

Intersection Summary	
Area Type:	Other
Cycle Length: 104	
Actuated Cycle Length: 104	
Offset: 67 (64%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 29: NYS Route 100A (Knollwood Road)/NYS Route 100 (Bradhurst Avenue) & NYS Route 100C (Grasslands Road)/NYS Route 100

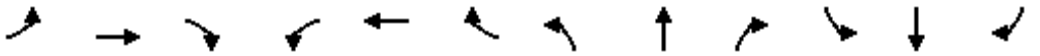




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	634	321	34	448	91	212	185	62	189	197	125
Future Volume (veh/h)	204	634	321	34	448	91	212	185	62	189	197	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1389	1522	1315	1856	1932	1932	1859	1738	1738	1714	1521	1521
Adj Flow Rate, veh/h	217	674	341	36	477	97	226	197	66	201	210	133
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	15	6	20	16	11	11	8	16	16	9	22	22
Cap, veh/h	276	659	588	154	564	115	239	240	80	268	167	106
Arrive On Green	0.12	0.43	0.43	0.05	0.36	0.36	0.10	0.19	0.19	0.10	0.19	0.19
Sat Flow, veh/h	1323	1522	1112	1768	1557	317	1770	1246	417	1632	870	551
Grp Volume(v), veh/h	217	674	341	36	0	574	226	0	263	201	0	343
Grp Sat Flow(s),veh/h/ln	1323	1522	1112	1768	0	1874	1770	0	1663	1632	0	1422
Q Serve(g_s), s	10.2	45.0	21.7	1.3	0.0	29.3	10.0	0.0	15.8	10.0	0.0	20.0
Cycle Q Clear(g_c), s	10.2	45.0	21.7	1.3	0.0	29.3	10.0	0.0	15.8	10.0	0.0	20.0
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.25	1.00		0.39
Lane Grp Cap(c), veh/h	276	659	588	154	0	679	239	0	320	268	0	273
V/C Ratio(X)	0.79	1.02	0.58	0.23	0.00	0.85	0.94	0.00	0.82	0.75	0.00	1.25
Avail Cap(c_a), veh/h	310	659	588	324	0	679	239	0	320	268	0	273
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.2	29.5	16.6	25.3	0.0	30.5	33.2	0.0	40.3	32.0	0.0	42.0
Incr Delay (d2), s/veh	8.0	37.5	3.4	0.3	0.0	12.3	42.4	0.0	14.8	10.1	0.0	140.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	22.1	5.6	0.5	0.0	15.0	7.4	0.0	7.7	4.8	0.0	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	67.0	20.0	25.6	0.0	42.8	75.5	0.0	55.1	42.1	0.0	182.9
LnGrp LOS	C	F	C	C	A	D	E	A	E	D	A	F
Approach Vol, veh/h		1232			610			489			544	
Approach Delay, s/veh		47.5			41.8			64.5			130.9	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	26.0	18.3	43.7	16.0	26.0	11.0	51.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	20.0	15.0	35.0	10.0	20.0	15.0	35.0
Max Q Clear Time (g_c+I1), s	12.0	22.0	12.2	31.3	12.0	17.8	3.3	47.0
Green Ext Time (p_c), s	0.0	0.0	0.1	0.8	0.0	0.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	65.0
HCM 6th LOS	E

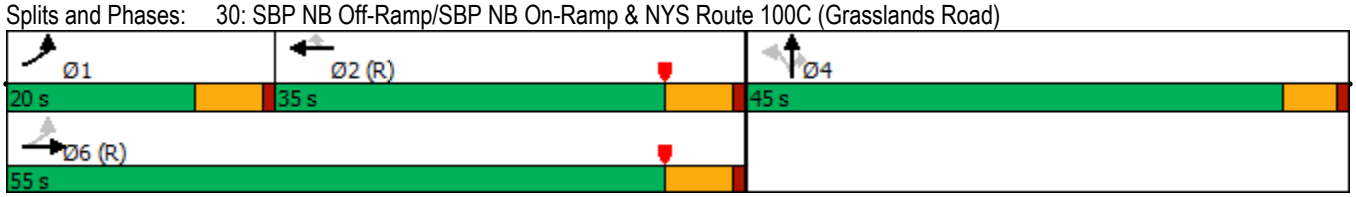


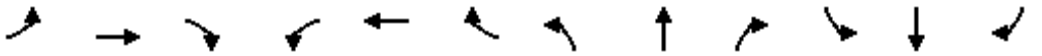
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	700	0	0	686	100	1054	0	459	0	0	0
Future Volume (vph)	31	700	0	0	686	100	1054	0	459	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		5%			-7%			4%			6%	
Storage Length (ft)	325		0	0		135	0		325	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	86			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt						0.850			0.850			
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1507	3143	0	0	3307	1520	0	1751	1479	0	0	0
Flt Permitted	0.248							0.950				
Satd. Flow (perm)	393	3143	0	0	3307	1484	0	1751	1479	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						90			157			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		444			434			670			395	
Travel Time (s)		7.6			7.4			15.2			9.0	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	9%	12%	0%	0%	13%	10%	1%	0%	7%	0%	0%	0%
Adj. Flow (vph)	32	722	0	0	707	103	1087	0	473	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	722	0	0	707	103	0	1087	473	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.13	1.03	1.03	0.96	0.96	0.96	1.03	1.03	1.03	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template							Left					
Leading Detector (ft)	35	83			83	35	20	83	35			
Trailing Detector (ft)	-5	-5			-5	-5	0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5	-5	0	-5	-5			
Detector 1 Size(ft)	40	40			40	40	20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		43			43			43				
Detector 2 Size(ft)		40			40			40				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			4				
Permitted Phases	6					2	4		4			
Detector Phase	1	6			2	2	4	4	4			
Switch Phase												
Minimum Initial (s)	2.0	2.0			2.0	2.0	4.0	4.0	4.0			
Minimum Split (s)	8.0	8.0			8.0	8.0	9.0	9.0	9.0			
Total Split (s)	20.0	55.0			35.0	35.0	45.0	45.0	45.0			
Total Split (%)	20.0%	55.0%			35.0%	35.0%	45.0%	45.0%	45.0%			
Maximum Green (s)	14.0	49.0			29.0	29.0	40.0	40.0	40.0			
Yellow Time (s)	5.0	5.0			5.0	5.0	4.0	4.0	4.0			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0	6.0		5.0	5.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.0	0.2			0.2	0.2	4.0	4.0	4.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
v/c Ratio	0.12	0.47			0.51	0.15		1.55	0.69			
Control Delay	9.8	13.5			24.6	6.7		282.0	22.3			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	9.8	13.5			24.6	6.7		282.0	22.3			
Queue Length 50th (ft)	7	147			186	5		~983	165			
Queue Length 95th (ft)	m11	108			252	40		#1228	287			
Internal Link Dist (ft)		364			354			590			315	
Turn Bay Length (ft)	325					135			325			
Base Capacity (vph)	348	1540			1373	669		700	685			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.09	0.47			0.51	0.15		1.55	0.69			

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 30: SBP NB Off-Ramp/SBP NB On-Ramp & NYS Route 100C (Grasslands Road)

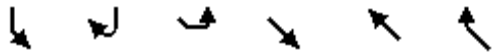




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	700	0	0	686	100	1054	0	459	0	0	0
Future Volume (veh/h)	31	700	0	0	686	100	1054	0	459	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1619	1575	0	0	1980	2025	1702	1806	1702			
Adj Flow Rate, veh/h	32	722	0	0	707	103	1087	0	473			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	9	12	0	0	13	10	7	0	7			
Cap, veh/h	261	1466	0	0	1547	704	688	0	577			
Arrive On Green	0.02	0.49	0.00	0.00	0.41	0.41	0.40	0.00	0.40			
Sat Flow, veh/h	1542	3071	0	0	3861	1712	1720	0	1442			
Grp Volume(v), veh/h	32	722	0	0	707	103	1087	0	473			
Grp Sat Flow(s),veh/h/ln	1542	1496	0	0	1881	1712	1720	0	1442			
Q Serve(g_s), s	1.2	16.2	0.0	0.0	13.6	3.8	40.0	0.0	29.3			
Cycle Q Clear(g_c), s	1.2	16.2	0.0	0.0	13.6	3.8	40.0	0.0	29.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	261	1466	0	0	1547	704	688	0	577			
V/C Ratio(X)	0.12	0.49	0.00	0.00	0.46	0.15	1.58	0.00	0.82			
Avail Cap(c_a), veh/h	448	1466	0	0	1547	704	688	0	577			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.10	0.10	1.00	0.00	1.00			
Uniform Delay (d), s/veh	16.7	17.1	0.0	0.0	21.3	18.4	30.0	0.0	26.8			
Incr Delay (d2), s/veh	0.1	1.2	0.0	0.0	0.1	0.0	268.0	0.0	9.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.4	5.4	0.0	0.0	5.7	1.4	67.0	0.0	11.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	18.3	0.0	0.0	21.4	18.5	298.0	0.0	36.3			
LnGrp LOS	B	B	A	A	C	B	F	A	D			
Approach Vol, veh/h		754			810			1560				
Approach Delay, s/veh		18.3			21.1			218.7				
Approach LOS		B			C			F				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	7.9	47.1		45.0		55.0						
Change Period (Y+Rc), s	6.0	6.0		5.0		6.0						
Max Green Setting (Gmax), s	14.0	29.0		40.0		49.0						
Max Q Clear Time (g_c+I1), s	3.2	15.6		42.0		18.2						
Green Ext Time (p_c), s	0.0	0.6		0.0		0.6						

Intersection Summary												
HCM 6th Ctrl Delay			119.1									
HCM 6th LOS			F									



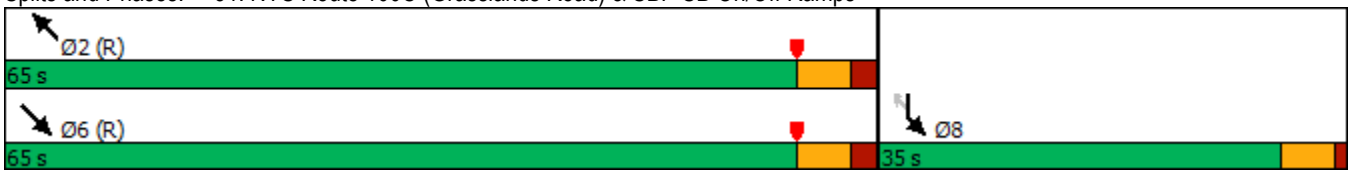
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	245	231	0	1211	1548	192
Future Volume (vph)	245	231	0	1211	1548	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-2%			2%	-5%	
Storage Length (ft)	0	90	0			235
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						0.98
Frt		0.850				0.850
Flt Protected	0.950					
Satd. Flow (prot)	1787	1615	0	3191	3558	1379
Flt Permitted	0.950					
Satd. Flow (perm)	1787	1615	0	3191	3558	1351
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		26				88
Link Speed (mph)	30			40	40	
Link Distance (ft)	326			294	397	
Travel Time (s)	7.4			5.0	6.8	
Confl. Peds. (#/hr)						2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	12%	4%	20%
Adj. Flow (vph)	258	243	0	1275	1629	202
Shared Lane Traffic (%)						
Lane Group Flow (vph)	258	243	0	1275	1629	202
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.97	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	1
Detector Template						
Leading Detector (ft)	35	35		83	83	35
Trailing Detector (ft)	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				43	43	
Detector 2 Size(ft)				40	40	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

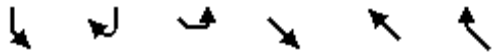
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm		NA	NA	Free
Protected Phases	8			6	2	
Permitted Phases		8		6	2	Free
Detector Phase	8	8		6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0		2.0	2.0	
Minimum Split (s)	10.0	10.0		8.0	8.0	
Total Split (s)	35.0	35.0		65.0	65.0	
Total Split (%)	35.0%	35.0%		65.0%	65.0%	
Maximum Green (s)	30.0	30.0		59.0	59.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0		0.2	0.2	
Recall Mode	None	None		C-Max	C-Max	
v/c Ratio	0.76	0.75		0.57	0.65	0.15
Control Delay	52.6	47.5		9.1	6.9	0.0
Queue Delay	0.0	0.0		0.3	0.3	0.0
Total Delay	52.6	47.5		9.4	7.2	0.0
Queue Length 50th (ft)	157	132		223	220	0
Queue Length 95th (ft)	225	200		338	m294	m0
Internal Link Dist (ft)	246			214	317	
Turn Bay Length (ft)		90				235
Base Capacity (vph)	536	502		2235	2491	1351
Starvation Cap Reductn	0	0		370	0	0
Spillback Cap Reductn	0	1		0	319	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.48	0.49		0.68	0.75	0.15

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 31: NYS Route 100C (Grasslands Road) & SBP SB On/Off Ramps





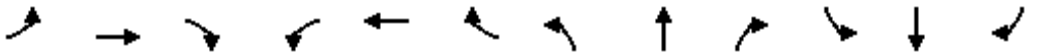
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (veh/h)	245	231	0	1211	1548	192
Future Volume (veh/h)	245	231	0	1211	1548	192
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1949	1964	0	1699	2037	1796
Adj Flow Rate, veh/h	258	243	0	1275	1629	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	1	0	12	4	20
Cap, veh/h	317	284	0	2321	2783	
Arrive On Green	0.17	0.17	0.00	0.72	0.72	0.00
Sat Flow, veh/h	1856	1664	0	3397	3971	1522
Grp Volume(v), veh/h	258	243	0	1275	1629	0
Grp Sat Flow(s),veh/h/ln	1856	1664	0	1614	1935	1522
Q Serve(g_s), s	13.4	14.2	0.0	18.3	20.4	0.0
Cycle Q Clear(g_c), s	13.4	14.2	0.0	18.3	20.4	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	317	284	0	2321	2783	
V/C Ratio(X)	0.81	0.85	0.00	0.55	0.59	
Avail Cap(c_a), veh/h	557	499	0	2321	2783	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.96	1.00	0.00
Uniform Delay (d), s/veh	39.9	40.2	0.0	6.5	6.8	0.0
Incr Delay (d2), s/veh	1.9	2.9	0.0	0.9	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	6.0	0.0	5.0	6.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.9	43.1	0.0	7.4	7.7	0.0
LnGrp LOS	D	D	A	A	A	
Approach Vol, veh/h	501			1275	1629	A
Approach Delay, s/veh	42.5			7.4	7.7	
Approach LOS	D			A	A	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	77.9				77.9	22.1
Change Period (Y+Rc), s	6.0				6.0	5.0
Max Green Setting (Gmax), s	59.0				59.0	30.0
Max Q Clear Time (g_c+I1), s	22.4				20.3	16.2
Green Ext Time (p_c), s	1.7				1.3	0.9

Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

Notes

Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	744	0	4	1568	207	3	0	2	103	0	57
Future Volume (vph)	132	744	0	4	1568	207	3	0	2	103	0	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12	15	15	15	13	13	13
Grade (%)		0%			1%			0%			-5%	
Storage Length (ft)	130		0	70		0	0		0	0		90
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	86			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.983			0.946				0.850
Flt Protected	0.950			0.950				0.971			0.950	
Satd. Flow (prot)	1719	3223	0	1676	3387	0	0	1920	0	0	1738	1555
Flt Permitted	0.056			0.361				0.860			0.754	
Satd. Flow (perm)	101	3223	0	637	3387	0	0	1700	0	0	1379	1555
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					15			98				33
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		423			294			305			416	
Travel Time (s)		7.2			5.0			6.9			11.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	12%	0%	0%	4%	6%	0%	0%	0%	10%	0%	10%
Adj. Flow (vph)	136	767	0	4	1616	213	3	0	2	106	0	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	767	0	4	1829	0	0	5	0	0	106	59
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.10	1.01	1.01	0.88	0.88	0.88	0.93	0.93	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template							Left			Left		
Leading Detector (ft)	35	83		35	83		20	83		20	83	35
Trailing Detector (ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40		20	40		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

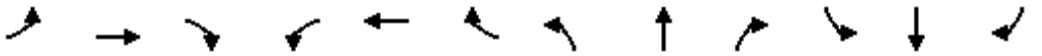
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Minimum Split (s)	8.0	8.0		8.0	8.0		7.0	7.0		7.0	7.0	8.0
Total Split (s)	21.0	59.0		38.0	38.0		41.0	41.0		41.0	41.0	21.0
Total Split (%)	21.0%	59.0%		38.0%	38.0%		41.0%	41.0%		41.0%	41.0%	21.0%
Maximum Green (s)	15.0	53.0		32.0	32.0		36.0	36.0		36.0	36.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0			5.0	6.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	0.2	0.2		0.2	0.2		2.0	2.0		2.0	2.0	0.2
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	None
v/c Ratio	0.84	0.31		0.01	0.82			0.02			0.63	0.16
Control Delay	56.8	4.3		5.0	12.3			0.2			57.1	15.8
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.2	0.0
Total Delay	56.8	4.4		5.0	12.3			0.2			57.3	15.8
Queue Length 50th (ft)	37	63		0	478			0			65	13
Queue Length 95th (ft)	#117	111		m1	#744			0			114	41
Internal Link Dist (ft)		343			214			225			336	
Turn Bay Length (ft)	130			70								90
Base Capacity (vph)	320	2473		417	2223			674			496	524
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	319		0	0			0			91	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.42	0.36		0.01	0.82			0.01			0.26	0.11

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 32: Taylor Road/Woods Road & NYS Route 100C (Grasslands Road)

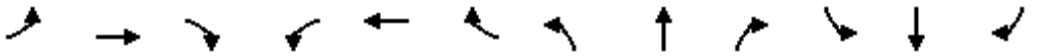




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	744	0	4	1568	207	3	0	2	103	0	57
Future Volume (veh/h)	132	744	0	4	1568	207	3	0	2	103	0	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1722	1722	1894	1835	1835	1976	1976	1976	2181	2181	2024
Adj Flow Rate, veh/h	136	767	0	4	1616	213	3	0	2	106	0	59
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	12	12	0	4	4	0	0	0	0	0	10
Cap, veh/h	232	2627	0	571	2183	283	79	14	24	215	0	217
Arrive On Green	0.04	0.80	0.00	0.70	0.70	0.70	0.09	0.00	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1739	3358	0	710	3104	402	247	166	275	1636	0	1716
Grp Volume(v), veh/h	136	767	0	4	895	934	5	0	0	106	0	59
Grp Sat Flow(s),veh/h/ln	1739	1636	0	710	1743	1762	688	0	0	1636	0	1716
Q Serve(g_s), s	2.0	6.0	0.0	0.2	31.3	33.4	0.0	0.0	0.0	0.0	0.0	3.1
Cycle Q Clear(g_c), s	2.0	6.0	0.0	0.2	31.3	33.4	6.4	0.0	0.0	6.3	0.0	3.1
Prop In Lane	1.00		0.00	1.00		0.23	0.60		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	232	2627	0	571	1226	1240	118	0	0	215	0	217
V/C Ratio(X)	0.59	0.29	0.00	0.01	0.73	0.75	0.04	0.00	0.00	0.49	0.00	0.27
Avail Cap(c_a), veh/h	425	2627	0	571	1226	1240	530	0	0	665	0	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.69	0.69	0.69	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	2.5	0.0	4.4	9.0	9.4	41.9	0.0	0.0	44.6	0.0	39.5
Incr Delay (d2), s/veh	0.9	0.3	0.0	0.0	2.7	3.0	0.1	0.0	0.0	0.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.2	0.0	0.0	9.9	10.8	0.1	0.0	0.0	2.6	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	2.8	0.0	4.4	11.7	12.3	42.0	0.0	0.0	45.2	0.0	39.8
LnGrp LOS	B	A	A	A	B	B	D	A	A	D	A	D
Approach Vol, veh/h		903			1833			5			165	
Approach Delay, s/veh		5.1			12.0			42.0			43.3	
Approach LOS		A			B			D			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		86.3		13.7	9.9	76.3		13.7				
Change Period (Y+Rc), s		6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s		53.0		36.0	15.0	32.0		36.0				
Max Q Clear Time (g_c+I1), s		8.0		8.3	4.0	35.4		8.4				
Green Ext Time (p_c), s		0.7		0.4	0.0	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			11.7									
HCM 6th LOS			B									



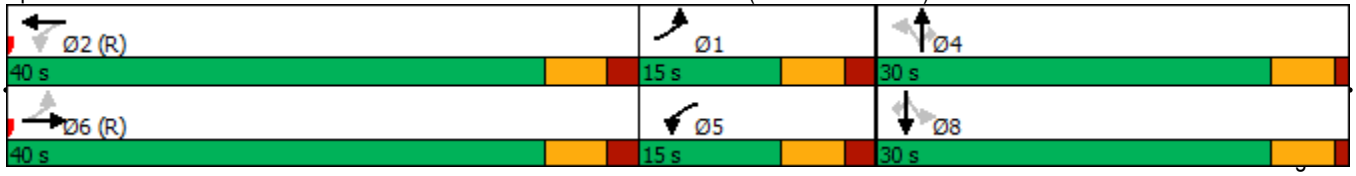
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	617	60	254	1191	183	28	14	130	128	32	15
Future Volume (vph)	70	617	60	254	1191	183	28	14	130	128	32	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	15
Grade (%)		3%			-2%			2%			0%	
Storage Length (ft)	230		0	255		0	0		190	100		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor									0.99		1.00	
Frt		0.987			0.980				0.850			0.850
Flt Protected	0.950			0.950				0.968			0.961	
Satd. Flow (prot)	1778	1719	0	1753	1806	0	0	1552	1454	0	1746	1645
Flt Permitted	0.094			0.192				0.751			0.738	
Satd. Flow (perm)	176	1719	0	354	1806	0	0	1204	1435	0	1340	1645
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			11				140			116
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		475			454			313			254	
Travel Time (s)		8.1			7.7			7.1			6.9	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	2%	4%	4%	5%	22%	8%	10%	4%	7%	8%
Adj. Flow (vph)	75	663	65	273	1281	197	30	15	140	138	34	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	728	0	273	1478	0	0	45	140	0	172	16
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	0.99	0.99	0.99	1.01	1.01	1.01	1.00	1.00	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	83
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	-5	-5
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43		43	43			43	43		43	43
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex

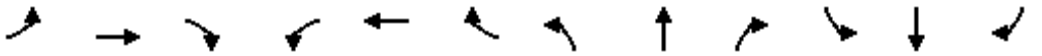
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.0	16.0		9.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	15.0	40.0		15.0	40.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	17.6%	47.1%		17.6%	47.1%		35.3%	35.3%	35.3%	35.3%	35.3%	35.3%
Maximum Green (s)	9.0	34.0		9.0	34.0		25.0	25.0	25.0	25.0	25.0	25.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
v/c Ratio	0.29	0.82		0.73	1.49			0.21	0.37		0.71	0.04
Control Delay	17.0	28.9		31.7	245.9			29.5	7.9		47.9	0.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	17.0	28.9		31.7	245.9			29.5	7.9		47.9	0.2
Queue Length 50th (ft)	11	307		46	~1151			21	0		87	0
Queue Length 95th (ft)	31	#611		#177	#1493			45	42		140	0
Internal Link Dist (ft)		395			374			233			174	
Turn Bay Length (ft)	230			255					190			
Base Capacity (vph)	278	885		372	995			354	520		394	565
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.27	0.82		0.73	1.49			0.13	0.27		0.44	0.03

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 33: Clearbrook Road/Walker Road & NYS Route 100C (Grasslands Road)





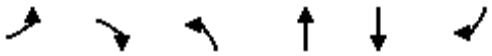
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	617	60	254	1191	183	28	14	130	128	32	15
Future Volume (veh/h)	70	617	60	254	1191	183	28	14	130	128	32	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1728	1728	1919	1919	1919	1758	1758	1728	1796	1796	1853
Adj Flow Rate, veh/h	75	663	65	273	1281	197	30	15	0	138	34	16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	8	8	4	4	4	8	8	10	7	7	8
Cap, veh/h	496	620	61	512	650	100	108	39		253	43	260
Arrive On Green	0.23	0.40	0.40	0.23	0.40	0.40	0.17	0.17	0.00	0.17	0.17	0.17
Sat Flow, veh/h	1759	1549	152	1827	1624	250	225	237	1465	1062	262	1565
Grp Volume(v), veh/h	75	0	728	273	0	1478	45	0	0	172	0	16
Grp Sat Flow(s),veh/h/ln	1759	0	1701	1827	0	1874	462	0	1465	1323	0	1565
Q Serve(g_s), s	0.0	0.0	34.0	6.8	0.0	34.0	1.4	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	0.0	0.0	34.0	6.8	0.0	34.0	12.1	0.0	0.0	10.7	0.0	0.7
Prop In Lane	1.00		0.09	1.00		0.13	0.67		1.00	0.80		1.00
Lane Grp Cap(c), veh/h	496	0	680	512	0	749	147	0		296	0	260
V/C Ratio(X)	0.15	0.00	1.07	0.53	0.00	1.97	0.31	0.00		0.58	0.00	0.06
Avail Cap(c_a), veh/h	496	0	680	512	0	749	326	0		477	0	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	25.5	26.5	0.0	25.5	34.8	0.0	0.0	34.0	0.0	29.8
Incr Delay (d2), s/veh	0.1	0.0	54.7	0.6	0.0	442.2	0.4	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	22.6	4.5	0.0	105.6	0.9	0.0	0.0	3.4	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	80.2	27.1	0.0	467.7	35.2	0.0	0.0	34.7	0.0	29.9
LnGrp LOS	C	A	F	C	A	F	D	A		C	A	C
Approach Vol, veh/h		803			1751			45	A		188	
Approach Delay, s/veh		75.1			399.0			35.2			34.3	
Approach LOS		E			F			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.9	40.0		19.1	25.9	40.0		19.1				
Change Period (Y+Rc), s	6.0	6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s	9.0	34.0		25.0	9.0	34.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	36.0		14.1	8.8	36.0		12.7				
Green Ext Time (p_c), s	0.1	0.0		0.1	0.0	0.0		0.5				

Intersection Summary		
HCM 6th Ctrl Delay	275.2	
HCM 6th LOS	F	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	23	144	2	545	128	342
Future Volume (vph)	23	144	2	545	128	342
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	14
Grade (%)	0%			-1%	6%	
Storage Length (ft)	0	50	0			75
Storage Lanes	1	0	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.883					0.850
Flt Protected	0.993					
Satd. Flow (prot)	1657	0	0	3557	1739	1671
Flt Permitted	0.993					
Satd. Flow (perm)	1657	0	0	3557	1739	1671
Link Speed (mph)	30			30	30	
Link Distance (ft)	295			565	540	
Travel Time (s)	6.7			12.8	12.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	0%	0%	2%	6%	0%
Adj. Flow (vph)	26	164	2	619	145	389
Shared Lane Traffic (%)						
Lane Group Flow (vph)	190	0	0	621	145	389
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	0.96
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

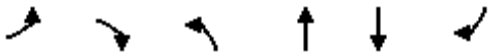
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	144	2	545	128	342
Future Vol, veh/h	23	144	2	545	128	342
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Yield
Storage Length	0	-	-	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-1	6	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	0	0	2	6	0
Mvmt Flow	26	164	2	619	145	389

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	459	-	145	0	-	0
Stage 1	145	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Critical Hdwy	6.66	-	4.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.538	-	2.2	-	-	-
Pot Cap-1 Maneuver	541	0	1450	-	-	-
Stage 1	876	0	-	-	-	-
Stage 2	709	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	540	-	1450	-	-	-
Mov Cap-2 Maneuver	540	-	-	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	709	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1450	-	540	-	-
HCM Lane V/C Ratio	0.002	-	0.048	-	-
HCM Control Delay (s)	7.5	0	12	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	394	547	257	16
Future Volume (vph)	0	0	394	547	257	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	11	11	11	11
Grade (%)	7%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.992	
Flt Protected				0.979		
Satd. Flow (prot)	0	2017	0	1779	1725	0
Flt Permitted				0.979		
Satd. Flow (perm)	0	2017	0	1779	1725	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	707			851	724	
Travel Time (s)	16.1			14.5	12.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	1%	6%	0%
Adj. Flow (vph)	0	0	433	601	282	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1034	300	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.92	0.92	1.05	1.05	1.04	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

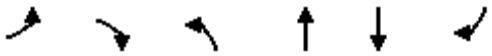
Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	394	547	257	16
Future Vol, veh/h	0	0	394	547	257	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	7	-	-	1	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	1	6	0
Mvmt Flow	0	0	433	601	282	18

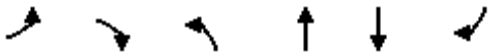
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	291	300	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	712	1273	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	712	1273	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	3.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1273	-	-	-	-
HCM Lane V/C Ratio	0.34	-	-	-	-
HCM Control Delay (s)	9.3	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	1.5	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	685	155	241	256	85	172
Future Volume (vph)	685	155	241	256	85	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	5%			2%	-1%	
Storage Length (ft)	115	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	86		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.910	
Flt Protected	0.950			0.976		
Satd. Flow (prot)	1760	1312	0	1714	1626	0
Flt Permitted	0.950			0.658		
Satd. Flow (perm)	1760	1312	0	1156	1626	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		151			141	
Link Speed (mph)	25			40	40	
Link Distance (ft)	301			870	851	
Travel Time (s)	8.2			14.8	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	20%	3%	4%	8%	1%
Adj. Flow (vph)	745	168	262	278	92	187
Shared Lane Traffic (%)						
Lane Group Flow (vph)	745	168	0	540	279	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	1	2	2	
Detector Template			Left			
Leading Detector (ft)	83	83	20	83	83	
Trailing Detector (ft)	-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	
Detector 2 Size(ft)	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	

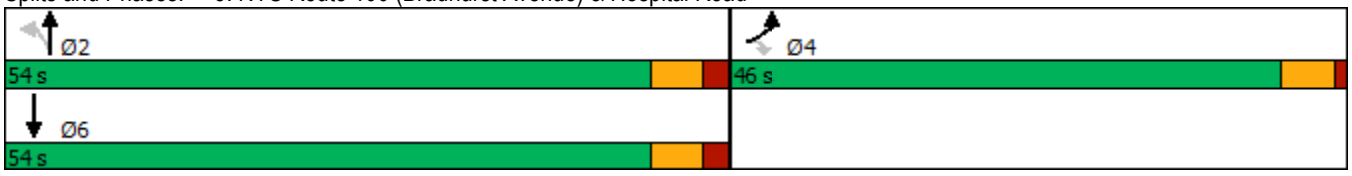


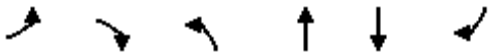
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	
Minimum Split (s)	10.0	10.0	16.0	16.0	16.0	
Total Split (s)	46.0	46.0	54.0	54.0	54.0	
Total Split (%)	46.0%	46.0%	54.0%	54.0%	54.0%	
Maximum Green (s)	41.0	41.0	48.0	48.0	48.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	3.0	3.0	3.0	
Recall Mode	None	None	Min	Min	Min	
v/c Ratio	1.03	0.27		0.97	0.33	
Control Delay	72.9	5.4		59.7	8.7	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	72.9	5.4		59.7	8.7	
Queue Length 50th (ft)	~513	6		324	48	
Queue Length 95th (ft)	#737	46		#553	102	
Internal Link Dist (ft)	221			790	771	
Turn Bay Length (ft)	115					
Base Capacity (vph)	721	627		554	853	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	1.03	0.27		0.97	0.33	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: NYS Route 100 (Bradhurst Avenue) & Hospital Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	685	155	241	256	85	172
Future Volume (veh/h)	685	155	241	256	85	172
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1753	1456	1817	1817	1819	1819
Adj Flow Rate, veh/h	745	168	262	278	92	187
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	20	4	4	8	8
Cap, veh/h	684	506	298	267	257	522
Arrive On Green	0.41	0.41	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1669	1234	510	556	535	1088
Grp Volume(v), veh/h	745	168	540	0	0	279
Grp Sat Flow(s),veh/h/ln	1669	1234	1067	0	0	1623
Q Serve(g_s), s	41.0	9.3	37.2	0.0	0.0	10.8
Cycle Q Clear(g_c), s	41.0	9.3	48.0	0.0	0.0	10.8
Prop In Lane	1.00	1.00	0.49			0.67
Lane Grp Cap(c), veh/h	684	506	565	0	0	779
V/C Ratio(X)	1.09	0.33	0.96	0.00	0.00	0.36
Avail Cap(c_a), veh/h	684	506	565	0	0	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	29.5	20.1	32.0	0.0	0.0	16.3
Incr Delay (d2), s/veh	61.0	0.1	27.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.5	2.7	16.8	0.0	0.0	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	90.5	20.3	58.9	0.0	0.0	16.6
LnGrp LOS	F	C	E	A	A	B
Approach Vol, veh/h	913			540	279	
Approach Delay, s/veh	77.6			58.9	16.6	
Approach LOS	E			E	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		54.0		46.0		54.0
Change Period (Y+Rc), s		6.0		5.0		6.0
Max Green Setting (Gmax), s		48.0		41.0		48.0
Max Q Clear Time (g_c+I1), s		50.0		43.0		12.8
Green Ext Time (p_c), s		0.0		0.0		1.6

Intersection Summary		
HCM 6th Ctrl Delay		61.9
HCM 6th LOS		E



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	268	68	203	37	11	229
Future Volume (vph)	268	68	203	37	11	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	6%		1%			-4%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.979			
Flt Protected	0.950					0.998
Satd. Flow (prot)	1717	1567	1616	0	0	1761
Flt Permitted	0.950					0.998
Satd. Flow (perm)	1717	1567	1616	0	0	1761
Link Speed (mph)	30		40			40
Link Distance (ft)	146		870			216
Travel Time (s)	3.3		14.8			3.7
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	2%	0%	9%	20%	10%	6%
Adj. Flow (vph)	377	96	286	52	15	323
Shared Lane Traffic (%)						
Lane Group Flow (vph)	377	96	338	0	0	338
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.05	1.05	1.02	1.02
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	41.1

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	268	68	203	37	11	229
Future Vol, veh/h	268	68	203	37	11	229
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	6	-	1	-	-	-4
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	2	0	9	20	10	6
Mvmt Flow	377	96	286	52	15	323

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	665	312	0	0	338	0
Stage 1	312	-	-	-	-	-
Stage 2	353	-	-	-	-	-
Critical Hdwy	7.62	6.8	-	-	4.2	-
Critical Hdwy Stg 1	6.62	-	-	-	-	-
Critical Hdwy Stg 2	6.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.29	-
Pot Cap-1 Maneuver	~ 341	696	-	-	1178	-
Stage 1	669	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 336	696	-	-	1178	-
Mov Cap-2 Maneuver	~ 336	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	622	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	99.6	0	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	1178	-	336	696	-	-
HCM Lane V/C Ratio	0.013	-	1.123	0.138	-	-
HCM Control Delay (s)	8.1	0	122.1	11	-	-
HCM Lane LOS	A	A	F	B	-	-
HCM 95th %tile Q(veh)	0	-	14.8	0.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	560	0	0	412	169	279
Future Volume (vph)	560	0	0	412	169	279
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	12	12
Grade (%)	5%			-5%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.916	
Flt Protected					0.981	
Satd. Flow (prot)	1841	0	0	1891	1675	0
Flt Permitted					0.981	
Satd. Flow (perm)	1841	0	0	1891	1675	0
Link Speed (mph)	25			25	30	
Link Distance (ft)	322			301	733	
Travel Time (s)	8.8			8.2	16.7	
Confl. Peds. (#/hr)		5	5		5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	3%	1%	0%
Adj. Flow (vph)	609	0	0	448	184	303
Shared Lane Traffic (%)						
Lane Group Flow (vph)	609	0	0	448	487	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.97	0.97	1.02	1.02
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	90.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	560	0	0	412	169	279
Future Vol, veh/h	560	0	0	412	169	279
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	0	0	3	1	0
Mvmt Flow	609	0	0	448	184	303

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	1062	614
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	453	-
Critical Hdwy	-	-	-	-	7.01	6.5
Critical Hdwy Stg 1	-	-	-	-	6.01	-
Critical Hdwy Stg 2	-	-	-	-	6.01	-
Follow-up Hdwy	-	-	-	-	3.509	3.3
Pot Cap-1 Maneuver	-	0	0	-	208	471
Stage 1	-	0	0	-	492	-
Stage 2	-	0	0	-	596	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	207	469
Mov Cap-2 Maneuver	-	-	-	-	207	-
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	593	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	286.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	317	-	-
HCM Lane V/C Ratio	1.536	-	-
HCM Control Delay (s)	286.7	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	27.8	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	560	535	144	437	0	0
Future Volume (vph)	560	535	144	437	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12
Grade (%)	5%			-5%	1%	
Storage Length (ft)		0	115		0	0
Storage Lanes		1	1		0	1
Taper Length (ft)			86		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected			0.950			
Satd. Flow (prot)	1722	1522	1788	1873	0	1890
Flt Permitted			0.950			
Satd. Flow (perm)	1722	1522	1788	1873	0	1890
Link Speed (mph)	25			25	30	
Link Distance (ft)	240			322	1098	
Travel Time (s)	6.5			8.8	25.0	
Confl. Peds. (#/hr)		6	6		6	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	4%	0%	0%
Adj. Flow (vph)	609	582	157	475	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	609	582	157	475	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.08	1.08	1.01	0.97	1.01	1.01
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

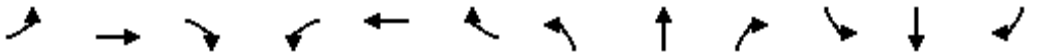
Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	560	535	144	437	0	0
Future Vol, veh/h	560	535	144	437	0	0
Conflicting Peds, #/hr	0	6	6	0	6	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	115	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	0	0	4	0	0
Mvmt Flow	609	582	157	475	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1197	0	-	621
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	590	-	0	483
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	587	-	-	478
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.3	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	587	-
HCM Lane V/C Ratio	-	-	-	0.267	-
HCM Control Delay (s)	0	-	-	13.3	-
HCM Lane LOS	A	-	-	B	-
HCM 95th %tile Q(veh)	-	-	-	1.1	-



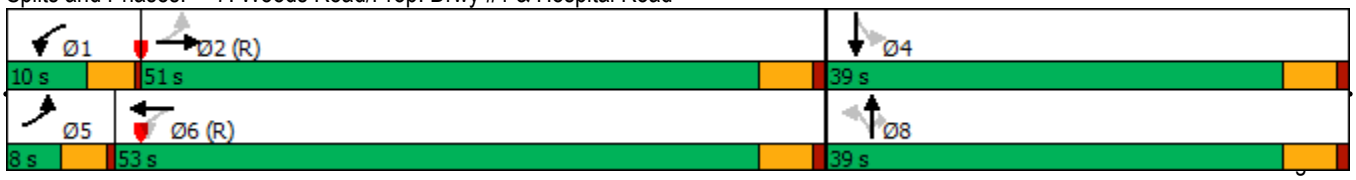
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	866	264	106	316	15	206	6	216	14	5	16
Future Volume (vph)	17	866	264	106	316	15	206	6	216	14	5	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	15	15	15	12	12	12
Grade (%)		3%			-5%			0%			0%	
Storage Length (ft)	90		0	90		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99						0.98	0.98		0.99	
Frt		0.965			0.993				0.850		0.938	
Flt Protected	0.950			0.950				0.954			0.980	
Satd. Flow (prot)	1627	3209	0	1676	1844	0	0	1817	1725	0	1694	0
Flt Permitted	0.547			0.135				0.705			0.859	
Satd. Flow (perm)	935	3209	0	238	1844	0	0	1319	1688	0	1485	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53			3				150		17	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		431			240			931			449	
Travel Time (s)		11.8			6.5			25.4			12.2	
Confl. Peds. (#/hr)	1		6	5			6		5			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	19%	3%	5%	2%	10%	2%	3%	2%	2%	2%
Adj. Flow (vph)	18	941	287	115	343	16	224	7	235	15	5	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	1228	0	115	359	0	0	231	235	0	37	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.02	1.02	1.06	0.97	0.97	0.88	0.88	0.88	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

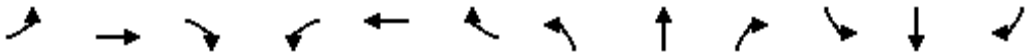
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	21.0		8.0	21.0		21.0	21.0	21.0	21.0	21.0	
Total Split (s)	8.0	51.0		10.0	53.0		39.0	39.0	39.0	39.0	39.0	
Total Split (%)	8.0%	51.0%		10.0%	53.0%		39.0%	39.0%	39.0%	39.0%	39.0%	
Maximum Green (s)	4.0	46.0		6.0	48.0		34.0	34.0	34.0	34.0	34.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.5	1.0		0.5	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	4.0	5.0		4.0	5.0			5.0	5.0		5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
v/c Ratio	0.03	0.69		0.43	0.31			0.75	0.46		0.10	
Control Delay	6.5	20.4		12.2	11.9			49.6	14.0		17.3	
Queue Delay	0.0	2.2		0.0	0.0			0.0	0.0		0.0	
Total Delay	6.5	22.6		12.2	11.9			49.6	14.0		17.3	
Queue Length 50th (ft)	2	318		23	85			136	44		10	
Queue Length 95th (ft)	m7	455		56	212			197	98		31	
Internal Link Dist (ft)		351			160			851			369	
Turn Bay Length (ft)	90			90								
Base Capacity (vph)	616	1789		267	1156			448	672		516	
Starvation Cap Reductn	0	400		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.03	0.88		0.43	0.31			0.52	0.35		0.07	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Woods Road/Prop. Drwy #1 & Hospital Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	866	264	106	316	15	206	6	216	14	5	16
Future Volume (veh/h)	17	866	264	106	316	15	206	6	216	14	5	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1817	1817	1817	2052	2022	2022	1945	1945	1930	1870	1870	1870
Adj Flow Rate, veh/h	18	941	287	115	343	16	224	7	235	15	5	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	5	5	2	2	3	2	2	2
Cap, veh/h	536	1329	404	276	1035	48	326	8	494	67	33	42
Arrive On Green	0.02	0.51	0.51	0.05	0.54	0.54	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1731	2604	791	1954	1916	89	839	26	1626	55	108	139
Grp Volume(v), veh/h	18	623	605	115	0	359	231	0	235	37	0	0
Grp Sat Flow(s),veh/h/ln	1731	1726	1669	1954	0	2005	865	0	1626	303	0	0
Q Serve(g_s), s	0.5	27.6	27.9	2.7	0.0	10.0	0.0	0.0	11.8	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.5	27.6	27.9	2.7	0.0	10.0	27.4	0.0	11.8	28.1	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.04	0.97		1.00	0.41		0.46
Lane Grp Cap(c), veh/h	536	881	852	276	0	1083	334	0	494	143	0	0
V/C Ratio(X)	0.03	0.71	0.71	0.42	0.00	0.33	0.69	0.00	0.48	0.26	0.00	0.00
Avail Cap(c_a), veh/h	578	881	852	305	0	1083	386	0	553	193	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.6	18.7	18.8	15.4	0.0	12.9	33.8	0.0	28.3	27.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.1	4.3	1.0	0.0	0.8	4.3	0.0	0.7	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	11.7	11.4	1.2	0.0	4.7	5.8	0.0	4.7	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.6	22.8	23.1	16.4	0.0	13.7	38.1	0.0	29.0	28.8	0.0	0.0
LnGrp LOS	B	C	C	B	A	B	D	A	C	C	A	A
Approach Vol, veh/h		1246			474			466			37	
Approach Delay, s/veh		22.8			14.4			33.5			28.8	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	56.0		35.4	5.6	59.0		35.4				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	46.0		34.0	4.0	48.0		34.0				
Max Q Clear Time (g_c+I1), s	4.7	29.9		30.1	2.5	12.0		29.4				
Green Ext Time (p_c), s	0.0	8.2		0.0	0.0	2.6		1.0				

Intersection Summary			
HCM 6th Ctrl Delay		23.4	
HCM 6th LOS		C	

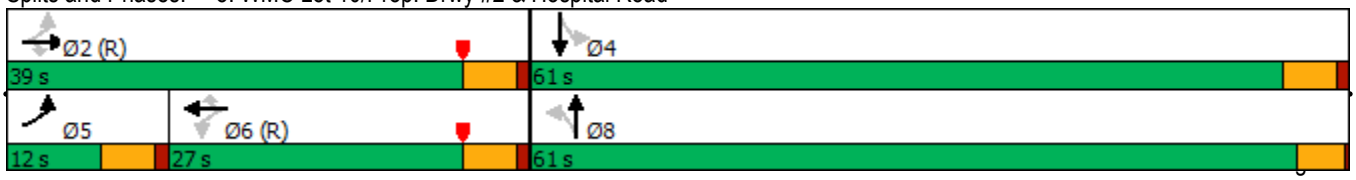
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	606	9	31	238	269	34	0	57	483	0	112
Future Volume (vph)	160	606	9	31	238	269	34	0	57	483	0	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	10	12	12	12	12	12	12
Grade (%)		2%			-2%			0%			0%	
Storage Length (ft)	200		200	100		200	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.915			0.974	
Flt Protected	0.950			0.950				0.982			0.961	
Satd. Flow (prot)	1635	3470	1567	1787	1810	1493	0	1674	0	0	1744	0
Flt Permitted	0.347			0.401				0.748			0.717	
Satd. Flow (perm)	597	3470	1567	754	1810	1493	0	1275	0	0	1301	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			22			292		76			76	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		695			431			260			302	
Travel Time (s)		19.0			11.8			5.9			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.91
Heavy Vehicles (%)	2%	3%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	174	659	10	34	259	292	37	0	62	525	0	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	659	10	34	259	292	0	99	0	0	648	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.01	1.01	0.99	0.99	1.08	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

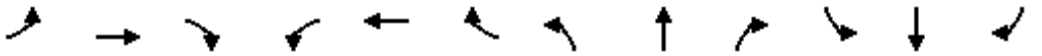
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	21.0	21.0	21.0	20.0	20.0		21.0	21.0	
Total Split (s)	12.0	39.0	39.0	27.0	27.0	27.0	61.0	61.0		61.0	61.0	
Total Split (%)	12.0%	39.0%	39.0%	27.0%	27.0%	27.0%	61.0%	61.0%		61.0%	61.0%	
Maximum Green (s)	7.0	34.0	34.0	22.0	22.0	22.0	57.0	57.0		56.0	56.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	3.5		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.5	0.5		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		4.0			5.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0		0	0	
v/c Ratio	0.56	0.50	0.02	0.18	0.57	0.49		0.14			0.91	
Control Delay	24.0	17.2	3.3	35.1	37.6	12.4		3.9			37.4	
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0		0.0			4.6	
Total Delay	24.0	17.4	3.3	35.1	37.6	12.4		4.0			42.0	
Queue Length 50th (ft)	62	158	0	15	132	33		6			299	
Queue Length 95th (ft)	m131	240	m1	m46	258	129		28			#549	
Internal Link Dist (ft)		615			351			180			222	
Turn Bay Length (ft)	200		200	100		200						
Base Capacity (vph)	311	1321	610	187	451	591		759			762	
Starvation Cap Reductn	0	0	0	0	0	0		0			0	
Spillback Cap Reductn	0	141	0	0	0	0		66			67	
Storage Cap Reductn	0	0	0	0	0	0		0			0	
Reduced v/c Ratio	0.56	0.56	0.02	0.18	0.57	0.49		0.14			0.93	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: WMC Lot 10/Prop. Drwy #2 & Hospital Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	606	9	31	238	269	34	0	57	483	0	112
Future Volume (veh/h)	160	606	9	31	238	269	34	0	57	483	0	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1832	1847	1949	1889	1949	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	659	10	34	259	292	37	0	0	525	0	123
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.91
Percent Heavy Veh, %	2	3	2	2	6	2	2	2	2	2	2	2
Cap, veh/h	343	1477	664	304	575	503	779	0		626	0	131
Arrive On Green	0.07	0.42	0.42	0.10	0.10	0.10	0.48	0.00	0.00	0.48	0.00	0.48
Sat Flow, veh/h	1759	3481	1565	800	1889	1651	1486	0	0	1180	0	276
Grp Volume(v), veh/h	174	659	10	34	259	292	37	0	0	648	0	0
Grp Sat Flow(s),veh/h/ln	1759	1740	1565	800	1889	1651	1486	0	0	1456	0	0
Q Serve(g_s), s	6.6	13.4	0.4	3.9	12.9	16.9	0.0	0.0	0.0	40.7	0.0	0.0
Cycle Q Clear(g_c), s	6.6	13.4	0.4	5.3	12.9	16.9	1.3	0.0	0.0	42.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	0.81		0.19
Lane Grp Cap(c), veh/h	343	1477	664	304	575	503	779	0		758	0	0
V/C Ratio(X)	0.51	0.45	0.02	0.11	0.45	0.58	0.05	0.00		0.86	0.00	0.00
Avail Cap(c_a), veh/h	343	1477	664	304	575	503	899	0		880	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.96	0.96	0.96	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.8	20.4	16.7	34.3	37.1	38.9	14.1	0.0	0.0	24.6	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.8	0.0	0.7	2.4	4.6	0.0	0.0	0.0	7.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	5.6	0.1	0.9	6.9	8.1	0.4	0.0	0.0	15.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.7	21.2	16.7	35.1	39.5	43.5	14.1	0.0	0.0	32.0	0.0	0.0
LnGrp LOS	C	C	B	D	D	D	B	A		C	A	A
Approach Vol, veh/h		843			585			37	A		648	
Approach Delay, s/veh		21.5			41.3			14.1			32.0	
Approach LOS		C			D			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		47.4		52.6	12.0	35.4		52.6				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		* 5				
Max Green Setting (Gmax), s		34.0		56.0	7.0	22.0		* 57				
Max Q Clear Time (g_c+I1), s		15.4		44.0	8.6	18.9		3.3				
Green Ext Time (p_c), s		4.6		3.6	0.0	0.9		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			30.1									
HCM 6th LOS			C									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

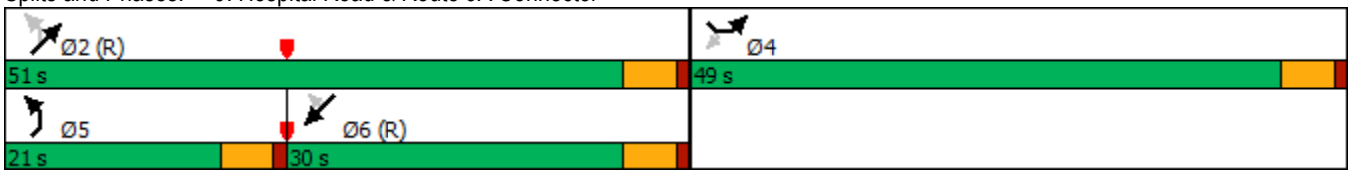


Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	470	172	136	305	216	168
Future Volume (vph)	470	172	136	305	216	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			3%	-3%	
Storage Length (ft)	0	0	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1743	3452	1819	1607
Flt Permitted	0.950		0.490			
Satd. Flow (perm)	1770	1583	899	3452	1819	1607
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		187				183
Link Speed (mph)	30			25	25	
Link Distance (ft)	964			491	695	
Travel Time (s)	21.9			13.4	19.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	3%	6%	2%
Adj. Flow (vph)	511	187	148	332	235	183
Shared Lane Traffic (%)						
Lane Group Flow (vph)	511	187	148	332	235	183
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.02	1.02	0.98	0.98
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	49.0	49.0	21.0	51.0	30.0	30.0
Total Split (%)	49.0%	49.0%	21.0%	51.0%	30.0%	30.0%
Maximum Green (s)	44.0	44.0	16.0	46.0	25.0	25.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
v/c Ratio	0.83	0.28	0.26	0.17	0.32	0.24
Control Delay	41.0	3.8	14.0	12.7	15.2	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.0	3.8	14.0	12.7	15.2	0.7
Queue Length 50th (ft)	294	0	44	52	53	0
Queue Length 95th (ft)	368	38	93	93	m99	m0
Internal Link Dist (ft)	884			411	615	
Turn Bay Length (ft)			200			200
Base Capacity (vph)	778	801	630	1900	729	753
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.23	0.23	0.17	0.32	0.24

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 9: Hospital Road & Route 9A Connector





Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (veh/h)	470	172	136	305	216	168
Future Volume (veh/h)	470	172	136	305	216	168
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1817	1803	1928	1988
Adj Flow Rate, veh/h	511	187	148	332	235	183
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	6	2
Cap, veh/h	563	501	556	1999	905	791
Arrive On Green	0.32	0.32	0.06	0.58	0.47	0.47
Sat Flow, veh/h	1781	1585	1731	3515	1928	1685
Grp Volume(v), veh/h	511	187	148	332	235	183
Grp Sat Flow(s),veh/h/ln	1781	1585	1731	1712	1928	1685
Q Serve(g_s), s	27.5	9.1	4.2	4.5	7.4	6.5
Cycle Q Clear(g_c), s	27.5	9.1	4.2	4.5	7.4	6.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	563	501	556	1999	905	791
V/C Ratio(X)	0.91	0.37	0.27	0.17	0.26	0.23
Avail Cap(c_a), veh/h	784	697	721	1999	905	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.79	0.79
Uniform Delay (d), s/veh	32.8	26.5	11.4	9.6	16.0	15.8
Incr Delay (d2), s/veh	11.2	0.5	0.3	0.2	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	8.8	1.6	1.7	3.4	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.9	27.0	11.7	9.8	16.6	16.3
LnGrp LOS	D	C	B	A	B	B
Approach Vol, veh/h	698			480	418	
Approach Delay, s/veh	39.4			10.4	16.5	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		63.4		36.6	11.4	51.9
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		46.0		44.0	16.0	25.0
Max Q Clear Time (g_c+I1), s		6.5		29.5	6.2	9.4
Green Ext Time (p_c), s		2.5		2.1	0.3	1.8

Intersection Summary		
HCM 6th Ctrl Delay		24.7
HCM 6th LOS		C



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	299	219	268	36	125	343
Future Volume (vph)	299	219	268	36	125	343
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.984			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1833	0	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1833	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	487		964			375
Travel Time (s)	11.1		21.9			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	325	238	291	39	136	373
Shared Lane Traffic (%)						
Lane Group Flow (vph)	325	238	330	0	136	373
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	47.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	299	219	268	36	125	343
Future Vol, veh/h	299	219	268	36	125	343
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	325	238	291	39	136	373

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	956	311	0	0	330	0
Stage 1	311	-	-	-	-	-
Stage 2	645	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 286	729	-	-	1229	-
Stage 1	743	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 254	729	-	-	1229	-
Mov Cap-2 Maneuver	~ 254	-	-	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	464	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	116.1	0	2.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	254	729	1229	-
HCM Lane V/C Ratio	-	-	1.28	0.327	0.111	-
HCM Control Delay (s)	-	-	192.1	12.3	8.3	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	16.3	1.4	0.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	287	229	442	45	36	181
Future Volume (vph)	287	229	442	45	36	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.987			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1839	0	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1839	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	429		375			357
Travel Time (s)	9.8		8.5			8.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	312	249	480	49	39	197
Shared Lane Traffic (%)						
Lane Group Flow (vph)	312	249	529	0	39	197
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

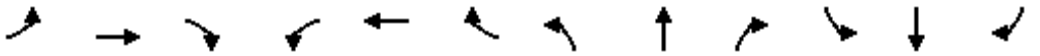
Intersection	
Int Delay, s/veh	17.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	287	229	442	45	36	181
Future Vol, veh/h	287	229	442	45	36	181
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	312	249	480	49	39	197

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	780	505	0	0	529	0
Stage 1	505	-	-	-	-	-
Stage 2	275	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	364	567	-	-	1038	-
Stage 1	606	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	350	567	-	-	1038	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	742	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	40.3	0	1.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	350	567	1038	-
HCM Lane V/C Ratio	-	-	0.891	0.439	0.038	-
HCM Control Delay (s)	-	-	59.6	16.2	8.6	-
HCM Lane LOS	-	-	F	C	A	-
HCM 95th %tile Q(veh)	-	-	8.7	2.2	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1377	137	80	554	2	372	0	299	19	0	26
Future Volume (vph)	5	1377	137	80	554	2	372	0	299	19	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	12	12	12	12	15	12
Grade (%)		-1%			4%			-8%			0%	
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986							0.850		0.923	
Flt Protected					0.994			0.950			0.979	
Satd. Flow (prot)	0	3331	0	0	2941	0	0	1840	1647	0	1852	0
Flt Permitted		0.953			0.533			0.756			0.756	
Satd. Flow (perm)	0	3174	0	0	1577	0	0	1465	1647	0	1430	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14							27		28	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		631			968			571			189	
Travel Time (s)		9.6			14.7			13.0			4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	4%	2%	2%	13%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	5	1497	149	87	602	2	404	0	325	21	0	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1651	0	0	691	0	0	404	325	0	49	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.12	1.12	1.12	0.95	0.95	0.95	1.00	0.88	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

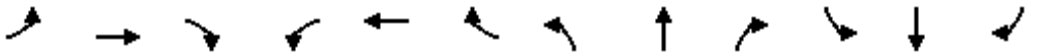
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	2	2		6	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0	21.0	20.0	20.0	
Total Split (s)	71.0	71.0		71.0	71.0		49.0	49.0	49.0	49.0	49.0	
Total Split (%)	59.2%	59.2%		59.2%	59.2%		40.8%	40.8%	40.8%	40.8%	40.8%	
Maximum Green (s)	66.0	66.0		66.0	66.0		44.0	44.0	44.0	45.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0			5.0			5.0	5.0		4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None	None	None	None	
Walk Time (s)										5.0	5.0	
Flash Dont Walk (s)										11.0	11.0	
Pedestrian Calls (#/hr)										0	0	
v/c Ratio		0.87			1.30dl			0.87	0.60		0.10	
Control Delay		21.7			24.6			57.5	35.6		13.9	
Queue Delay		2.3			0.1			0.0	0.0		0.0	
Total Delay		24.0			24.7			57.5	35.6		13.9	
Queue Length 50th (ft)		388			197			287	189		11	
Queue Length 95th (ft)		#781			311			400	271		37	
Internal Link Dist (ft)		551			888			491			109	
Turn Bay Length (ft)									150			
Base Capacity (vph)		1907			944			537	621		553	
Starvation Cap Reductn		147			0			0	0		0	
Spillback Cap Reductn		0			15			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.94			0.74			0.75	0.52		0.09	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A





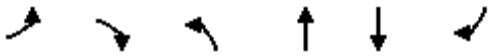
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1377	137	80	554	2	372	0	299	19	0	26
Future Volume (veh/h)	5	1377	137	80	554	2	372	0	299	19	0	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1879	1879	1879	1613	1613	1613	2185	2185	2185	1870	1945	1870
Adj Flow Rate, veh/h	5	1497	149	87	602	2	404	0	325	21	0	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	13	13	13	2	2	2	2	2	2
Cap, veh/h	32	2462	242	162	1289	4	411	0	694	43	17	22
Arrive On Green	0.77	0.77	0.77	0.77	0.77	0.77	0.38	0.00	0.38	0.38	0.00	0.38
Sat Flow, veh/h	3	3211	316	154	1681	6	937	0	1851	0	45	60
Grp Volume(v), veh/h	871	0	780	188	0	503	404	0	325	49	0	0
Grp Sat Flow(s),veh/h/ln	1876	0	1653	374	0	1467	937	0	1851	105	0	0
Q Serve(g_s), s	0.0	0.0	25.0	23.4	0.0	14.6	0.0	0.0	16.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	24.2	0.0	25.0	51.1	0.0	14.6	45.0	0.0	16.0	45.0	0.0	0.0
Prop In Lane	0.01		0.19	0.46		0.00	1.00		1.00	0.43		0.57
Lane Grp Cap(c), veh/h	1468	0	1268	331	0	1125	411	0	694	82	0	0
V/C Ratio(X)	0.59	0.00	0.62	0.57	0.00	0.45	0.98	0.00	0.47	0.60	0.00	0.00
Avail Cap(c_a), veh/h	1468	0	1268	331	0	1125	411	0	694	82	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.00	0.66	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.1	0.0	6.2	12.0	0.0	5.0	40.4	0.0	28.4	31.6	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	1.5	7.0	0.0	1.3	39.5	0.0	0.5	11.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0	6.7	2.6	0.0	3.6	16.8	0.0	7.2	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.3	0.0	7.7	19.0	0.0	6.3	79.9	0.0	28.9	42.9	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	E	A	C	D	A	A
Approach Vol, veh/h		1651			691			729			49	
Approach Delay, s/veh		7.5			9.7			57.2			42.9	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	98.0	50.0	98.0	50.0
Change Period (Y+Rc), s	5.0	* 5	5.0	5.0
Max Green Setting (Gmax), s	66.0	* 45	66.0	44.0
Max Q Clear Time (g_c+I1), s	27.0	47.0	53.1	47.0
Green Ext Time (p_c), s	15.9	0.0	4.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	101	66	499	378	12
Future Volume (vph)	14	101	66	499	378	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Grade (%)	-4%			-4%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.882				0.996	
Flt Protected	0.994			0.994		
Satd. Flow (prot)	1756	0	0	1830	1768	0
Flt Permitted	0.994			0.994		
Satd. Flow (perm)	1756	0	0	1830	1768	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	380			540	375	
Travel Time (s)	8.6			12.3	8.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	16	113	74	561	425	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	129	0	0	635	438	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.93	0.93	1.02	1.02	1.07	1.07
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	101	66	499	378	12
Future Vol, veh/h	14	101	66	499	378	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-4	-	-	-4	3	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	16	113	74	561	425	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1141	432	438	0	-	0
Stage 1	432	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Critical Hdwy	5.6	5.8	4.1	-	-	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	289	659	1133	-	-	-
Stage 1	725	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	262	659	1133	-	-	-
Mov Cap-2 Maneuver	262	-	-	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	575	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1133	-	556	-	-
HCM Lane V/C Ratio	0.065	-	0.232	-	-
HCM Control Delay (s)	8.4	0	13.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	8	7	19	3	2	11	539	19	5	419	12
Future Volume (vph)	1	8	7	19	3	2	11	539	19	5	419	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)		-8%			-3%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.940			0.990			0.995			0.996	
Flt Protected		0.997			0.961			0.999			0.999	
Satd. Flow (prot)	0	1728	0	0	1712	0	0	1811	0	0	1788	0
Flt Permitted		0.997			0.961			0.999			0.999	
Satd. Flow (perm)	0	1728	0	0	1712	0	0	1811	0	0	1788	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		267			338			126			244	
Travel Time (s)		6.1			7.7			2.9			5.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	2%	2%	9%
Adj. Flow (vph)	1	9	8	22	3	2	13	620	22	6	482	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	27	0	0	655	0	0	502	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.07	1.07	1.07	1.02	1.02	1.02	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

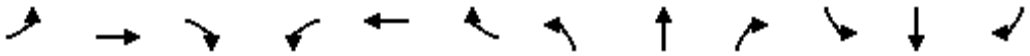
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	8	7	19	3	2	11	539	19	5	419	12
Future Vol, veh/h	1	8	7	19	3	2	11	539	19	5	419	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-8	-	-	-3	-	-	-4	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	2	2	9
Mvmt Flow	1	9	8	22	3	2	13	620	22	6	482	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1161	1169	489	1167	1165	631	496	0	0	642	0	0
Stage 1	501	501	-	657	657	-	-	-	-	-	-	-
Stage 2	660	668	-	510	508	-	-	-	-	-	-	-
Critical Hdwy	5.5	4.9	5.4	6.5	5.9	5.9	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	4.5	3.9	-	5.5	4.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.5	3.9	-	5.5	4.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	291	327	650	209	238	511	1078	-	-	943	-	-
Stage 1	695	682	-	510	519	-	-	-	-	-	-	-
Stage 2	611	618	-	599	590	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	280	318	650	198	231	511	1078	-	-	943	-	-
Mov Cap-2 Maneuver	280	318	-	198	231	-	-	-	-	-	-	-
Stage 1	682	676	-	500	509	-	-	-	-	-	-	-
Stage 2	593	606	-	578	585	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.3	24.4	0.2	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1078	-	-	405	213	943	-	-
HCM Lane V/C Ratio	0.012	-	-	0.045	0.13	0.006	-	-
HCM Control Delay (s)	8.4	0	-	14.3	24.4	8.8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	8	8	174	24	16	7	399	160	28	285	6
Future Volume (vph)	4	8	8	174	24	16	7	399	160	28	285	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)		-10%			1%			-4%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.945			0.990			0.962			0.997	
Flt Protected		0.991			0.961			0.999			0.996	
Satd. Flow (prot)	0	1662	0	0	1656	0	0	1758	0	0	1765	0
Flt Permitted		0.991			0.961			0.999			0.996	
Satd. Flow (perm)	0	1662	0	0	1656	0	0	1758	0	0	1765	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		384			403			244			1071	
Travel Time (s)		8.7			9.2			5.5			24.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	12%	0%	1%	0%	7%	0%	3%	1%	0%	2%	0%
Adj. Flow (vph)	4	9	9	193	27	18	8	443	178	31	317	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	238	0	0	629	0	0	355	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.10	1.10	1.10	1.02	1.02	1.02	1.07	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	22.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	8	8	174	24	16	7	399	160	28	285	6
Future Vol, veh/h	4	8	8	174	24	16	7	399	160	28	285	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-10	-	-	1	-	-	-4	-	-	3	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	12	0	1	0	7	0	3	1	0	2	0
Mvmt Flow	4	9	9	193	27	18	8	443	178	31	317	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	954	1020	321	940	934	532	324	0	0	621	0	0
Stage 1	383	383	-	548	548	-	-	-	-	-	-	-
Stage 2	571	637	-	392	386	-	-	-	-	-	-	-
Critical Hdwy	5.1	4.62	5.2	7.31	6.7	6.37	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	4.1	3.62	-	6.31	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.1	3.62	-	6.31	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.108	3.3	3.509	4	3.363	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	409	401	792	232	254	530	1247	-	-	969	-	-
Stage 1	796	736	-	507	505	-	-	-	-	-	-	-
Stage 2	700	650	-	621	601	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	349	381	792	217	242	530	1247	-	-	969	-	-
Mov Cap-2 Maneuver	349	381	-	217	242	-	-	-	-	-	-	-
Stage 1	788	707	-	502	500	-	-	-	-	-	-	-
Stage 2	634	644	-	583	578	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13	113.9	0.1	0.8
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1247	-	-	470	230	969	-	-
HCM Lane V/C Ratio	0.006	-	-	0.047	1.034	0.032	-	-
HCM Control Delay (s)	7.9	0	-	13	113.9	8.8	0	-
HCM Lane LOS	A	A	-	B	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	9.9	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	126	8	177	208	0	194
Future Volume (vph)	126	8	177	208	0	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Grade (%)	7%		-10%			4%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992		0.927			
Flt Protected	0.955					
Satd. Flow (prot)	1663	0	1729	0	0	1886
Flt Permitted	0.955					
Satd. Flow (perm)	1663	0	1729	0	0	1886
Link Speed (mph)	30		30			30
Link Distance (ft)	502		1071			320
Travel Time (s)	11.4		24.3			7.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	5%	2%	0%	2%
Adj. Flow (vph)	143	9	201	236	0	220
Shared Lane Traffic (%)						
Lane Group Flow (vph)	152	0	437	0	0	220
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	0.98	0.98	0.98	0.98
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	126	8	177	208	0	194
Future Vol, veh/h	126	8	177	208	0	194
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	7	-	-10	-	-	4
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	0	5	2	0	2
Mvmt Flow	143	9	201	236	0	220

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	539	319	0	0	437	0
Stage 1	319	-	-	-	-	-
Stage 2	220	-	-	-	-	-
Critical Hdwy	7.81	6.9	-	-	4.1	-
Critical Hdwy Stg 1	6.81	-	-	-	-	-
Critical Hdwy Stg 2	6.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	410	683	-	-	1134	-
Stage 1	653	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	410	683	-	-	1134	-
Mov Cap-2 Maneuver	410	-	-	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	752	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.4	0	0
HCM LOS	C		

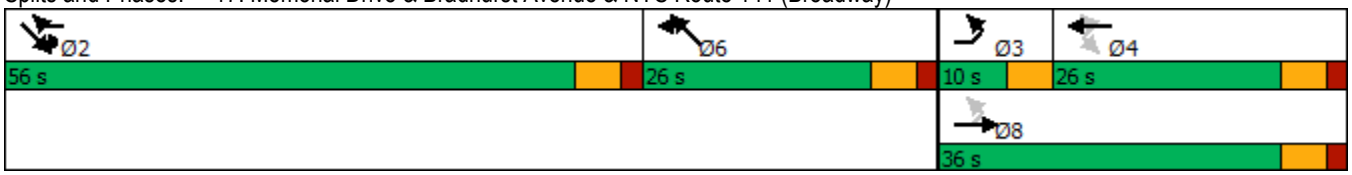
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	420	1134	-
HCM Lane V/C Ratio	-	-	0.363	-	-
HCM Control Delay (s)	-	-	18.4	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.6	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	218	5	29	137	363	461	20	4	1	47	19
Future Volume (vph)	0	218	5	29	137	363	461	20	4	1	47	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	13	11	12	12	12	14	14	14
Grade (%)		-5%			0%			0%			-4%	
Storage Length (ft)	0		0	0		60	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.997				0.850		0.999			0.961	
Flt Protected					0.991			0.955			0.999	
Satd. Flow (prot)	0	1903	0	0	1946	1501	0	1796	0	0	1957	0
Flt Permitted					0.913			0.955			0.999	
Satd. Flow (perm)	0	1903	0	0	1791	1501	0	1796	0	0	1957	0
Right Turn on Red			No			No			No			Yes
Satd. Flow (RTOR)											15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		502			183			594			399	
Travel Time (s)		11.4			4.2			13.5			9.1	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	0%	4%	1%	0%	0%	0%	2%	0%
Adj. Flow (vph)	0	225	5	30	141	374	475	21	4	1	48	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	230	0	0	171	374	0	500	0	0	69	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.96	0.96	1.04	1.00	1.00	1.00	0.89	0.89	0.89
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83	35	20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5	-5	0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5	-5	0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40	40	20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	3	8			4	2	2	2		6	6	
Permitted Phases	8			4		4						
Detector Phase	3	8		4	4	2	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	10.0	36.0		26.0	26.0	56.0	56.0	56.0		26.0	26.0	
Total Split (%)	8.5%	30.5%		22.0%	22.0%	47.5%	47.5%	47.5%		22.0%	22.0%	
Maximum Green (s)	6.0	30.0		20.0	20.0	50.0	50.0	50.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0	3.0	3.0	3.0		2.0	2.0	
Recall Mode	None	None		Max	Max	None	None	None		None	None	
v/c Ratio		0.40			0.32	0.31		0.73			0.33	
Control Delay		27.2			26.4	4.0		26.1			32.9	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		27.2			26.4	4.0		26.1			32.9	
Queue Length 50th (ft)		83			60	44		186			23	
Queue Length 95th (ft)		194			148	89		318			71	
Internal Link Dist (ft)		422			103			514			319	
Turn Bay Length (ft)						60						
Base Capacity (vph)		844			537	1441		1302			589	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.27			0.32	0.26		0.38			0.12	

Intersection Summary	
Area Type:	Other
Cycle Length: 118	
Actuated Cycle Length: 71.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 17: Memorial Drive & Bradhurst Avenue & NYS Route 141 (Broadway)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	218	5	29	137	363	461	20	4	1	47	19
Future Volume (veh/h)	0	218	5	29	137	363	461	20	4	1	47	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2067	2067	2067	1976	1976	1841	1900	1900	1900	2108	2108	2108
Adj Flow Rate, veh/h	0	225	5	30	141	374	475	21	4	1	48	20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	0	4	0	0	0	2	2	2
Cap, veh/h	33	559	12	119	493	1022	578	26	5	2	78	32
Arrive On Green	0.00	0.32	0.32	0.32	0.32	0.32	0.34	0.34	0.34	0.06	0.06	0.06
Sat Flow, veh/h	0	2014	45	159	1541	1555	1721	76	14	29	1393	580
Grp Volume(v), veh/h	0	0	230	171	0	374	500	0	0	69	0	0
Grp Sat Flow(s),veh/h/ln	0	0	2058	1700	0	1555	1811	0	0	2002	0	0
Q Serve(g_s), s	0.0	0.0	9.8	0.2	0.0	6.8	15.8	0.0	0.0	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	9.8	10.0	0.0	6.8	15.8	0.0	0.0	2.1	0.0	0.0
Prop In Lane	0.00		0.02	0.18		1.00	0.95		0.01	0.01		0.29
Lane Grp Cap(c), veh/h	0	0	0	612	0	1022	609	0	0	112	0	0
V/C Ratio(X)	0.00	0.00	0.00	0.28	0.00	0.37	0.82	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	0	0	0	612	0	1022	1449	0	0	641	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	15.8	0.0	4.9	19.0	0.0	0.0	28.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.1	0.0	1.0	2.8	0.0	0.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.9	0.0	4.7	6.4	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	17.0	0.0	5.9	21.9	0.0	0.0	30.9	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		230			545			500			69	
Approach Delay, s/veh		0.0			9.4			21.9			30.9	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.0		26.0		9.5		26.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		50.0		20.0		20.0		30.0				
Max Q Clear Time (g_c+I1), s		17.8		12.0		4.1		11.8				
Green Ext Time (p_c), s		3.2		1.0		0.1		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			13.5									
HCM 6th LOS			B									



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	400	297	156	529	0	0
Future Volume (vph)	400	297	156	529	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	15	15
Grade (%)	-1%			-2%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.942					
Flt Protected				0.989		
Satd. Flow (prot)	1763	0	0	2047	0	2132
Flt Permitted				0.989		
Satd. Flow (perm)	1763	0	0	2047	0	2132
Link Speed (mph)	30			30	30	
Link Distance (ft)	183			641	431	
Travel Time (s)	4.2			14.6	9.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	6%	0%	0%
Adj. Flow (vph)	444	330	173	588	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	774	0	0	761	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.84	0.84	0.86	0.86
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

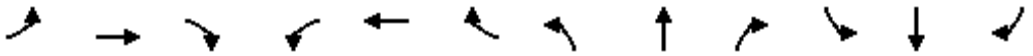
Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	400	297	156	529	0	0
Future Vol, veh/h	400	297	156	529	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-2	-4	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	6	0	0
Mvmt Flow	444	330	173	588	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	774	0	-	609
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	5.8
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.3
Pot Cap-1 Maneuver	-	-	842	-	0	534
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	842	-	-	534
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	842	-
HCM Lane V/C Ratio	-	-	-	0.206	-
HCM Control Delay (s)	0	-	-	10.4	0
HCM Lane LOS	A	-	-	B	A
HCM 95th %tile Q(veh)	-	-	-	0.8	-

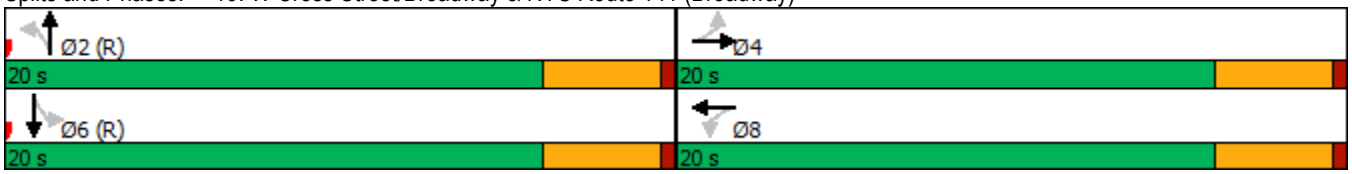


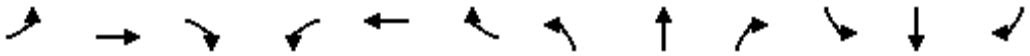
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	348	29	18	400	18	202	13	83	23	2	84
Future Volume (vph)	23	348	29	18	400	18	202	13	83	23	2	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	16	16	16	16	16	16
Grade (%)		1%			-5%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.990			0.994			0.963			0.896	
Flt Protected		0.997			0.998			0.967			0.989	
Satd. Flow (prot)	0	1877	0	0	1875	0	0	1964	0	0	1833	0
Flt Permitted		0.961			0.975			0.723			0.903	
Satd. Flow (perm)	0	1810	0	0	1831	0	0	1468	0	0	1673	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			6			58			94	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		641			362			242			222	
Travel Time (s)		14.6			8.2			5.5			5.0	
Confl. Peds. (#/hr)			1	1					2	2		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	14%	2%	0%	6%	6%	18%	1%	0%	1%	0%	0%	4%
Adj. Flow (vph)	26	391	33	20	449	20	227	15	93	26	2	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	450	0	0	489	0	0	335	0	0	122	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.85	0.85	0.85	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.62			0.66			0.54			0.17	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		13.8			15.4			11.4			3.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.8			15.4			11.4			3.9	
Queue Length 50th (ft)		72			82			43			4	
Queue Length 95th (ft)		138			#158			95			23	
Internal Link Dist (ft)		561			282			162			142	
Turn Bay Length (ft)												
Base Capacity (vph)		731			736			622			725	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.62			0.66			0.54			0.17	

Intersection Summary	
Area Type:	Other
Cycle Length: 40	
Actuated Cycle Length: 40	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Pretimed	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 19: W Cross Street/Broadway & NYS Route 141 (Broadway)

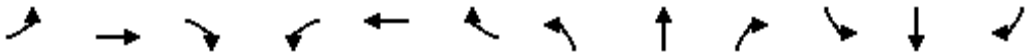




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	348	29	18	400	18	202	13	83	23	2	84
Future Volume (veh/h)	23	348	29	18	400	18	202	13	83	23	2	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1939	1939	2087	2087	2087	1970	1970	1970	1952	1952	1952
Adj Flow Rate, veh/h	26	391	33	20	449	20	227	15	93	26	2	94
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	6	6	6	0	0	0	0	0	0
Cap, veh/h	114	673	55	107	769	33	530	57	167	191	68	503
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	47	1682	137	33	1923	83	946	143	419	204	170	1258
Grp Volume(v), veh/h	450	0	0	489	0	0	335	0	0	122	0	0
Grp Sat Flow(s),veh/h/ln	1866	0	0	2040	0	0	1508	0	0	1632	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	0.0	7.4	0.0	0.0	6.5	0.0	0.0	1.8	0.0	0.0
Prop In Lane	0.06		0.07	0.04		0.04	0.68		0.28	0.21		0.77
Lane Grp Cap(c), veh/h	842	0	0	910	0	0	754	0	0	762	0	0
V/C Ratio(X)	0.53	0.00	0.00	0.54	0.00	0.00	0.44	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	842	0	0	910	0	0	754	0	0	762	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.4	0.0	0.0	9.4	0.0	0.0	9.0	0.0	0.0	7.8	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.0	2.3	0.0	0.0	1.9	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	3.0	0.0	0.0	2.0	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.8	0.0	0.0	11.7	0.0	0.0	10.9	0.0	0.0	8.2	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		450			489			335			122	
Approach Delay, s/veh		11.8			11.7			10.9			8.2	
Approach LOS		B			B			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		20.0		20.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s		8.5		9.4		3.8		9.4				
Green Ext Time (p_c), s		1.1		1.4		0.4		1.6				

Intersection Summary												
HCM 6th Ctrl Delay			11.2									
HCM 6th LOS			B									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	2	6	8	0	51	0	1593	88	1	628	0
Future Volume (vph)	1	2	6	8	0	51	0	1593	88	1	628	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	11	11	11	11	11	11
Grade (%)		4%			-10%			0%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.905			0.884			0.992				
Flt Protected		0.995			0.993							
Satd. Flow (prot)	0	1900	0	0	1751	0	0	3305	0	0	3050	0
Flt Permitted		0.995			0.993							
Satd. Flow (perm)	0	1900	0	0	1751	0	0	3305	0	0	3050	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		196			421			1159			795	
Travel Time (s)		4.5			9.6			17.6			12.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	15%	0%
Adj. Flow (vph)	1	2	7	9	0	55	0	1732	96	1	683	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	64	0	0	1828	0	0	684	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.87	0.87	0.87	0.94	0.94	0.94	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	6	8	0	51	0	1593	88	1	628	0
Future Vol, veh/h	1	2	6	8	0	51	0	1593	88	1	628	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	-10	-	-	0	-	-	-1	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	0	15	0
Mvmt Flow	1	2	7	9	0	55	0	1732	96	1	683	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1551	2513	342	2125	2465	914	683	0	0	1828	0	0
Stage 1	685	685	-	1780	1780	-	-	-	-	-	-	-
Stage 2	866	1828	-	345	685	-	-	-	-	-	-	-
Critical Hdwy	8.3	7.3	7.3	5.5	4.5	5.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.3	6.3	-	4.5	3.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.3	6.3	-	4.5	3.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	56	16	635	95	121	360	919	-	-	339	-	-
Stage 1	351	388	-	234	366	-	-	-	-	-	-	-
Stage 2	263	86	-	787	660	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	47	16	635	84	120	360	919	-	-	339	-	-
Mov Cap-2 Maneuver	47	16	-	84	120	-	-	-	-	-	-	-
Stage 1	351	386	-	234	366	-	-	-	-	-	-	-
Stage 2	223	86	-	771	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	79.3	24.4	0	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	919	-	-	58	249	339	-	-
HCM Lane V/C Ratio	-	-	-	0.169	0.258	0.003	-	-
HCM Control Delay (s)	0	-	-	79.3	24.4	15.7	0	-
HCM Lane LOS	A	-	-	F	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	1	0	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1249	43	58	893	177	270
Future Volume (vph)	1249	43	58	893	177	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Grade (%)	1%			0%	-7%	
Storage Length (ft)		0	0		0	60
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		1.00		1.00	
Frt	0.995					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3288	0	1694	1625	1814	1655
Flt Permitted			0.116		0.950	
Satd. Flow (perm)	3288	0	207	1625	1809	1655
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7					120
Link Speed (mph)	45			45	30	
Link Distance (ft)	1261			631	366	
Travel Time (s)	19.1			9.6	8.3	
Confl. Peds. (#/hr)		1	1		1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	5%	3%	13%	3%	1%
Adj. Flow (vph)	1436	49	67	1026	203	310
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1485	0	67	1026	203	310
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.05	1.05	1.04	1.04	0.96	0.96
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	20.0		9.0	20.0	20.0	20.0
Total Split (s)	91.0		9.0	100.0	20.0	20.0
Total Split (%)	75.8%		7.5%	83.3%	16.7%	16.7%
Maximum Green (s)	86.0		4.0	95.0	15.0	15.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Min		None	C-Min	Min	Min
v/c Ratio	0.66		0.30	0.84	0.70	0.84
Control Delay	9.7		5.0	12.0	61.8	51.2
Queue Delay	0.1		0.0	1.1	0.0	0.3
Total Delay	9.8		5.0	13.1	61.8	51.5
Queue Length 50th (ft)	180		8	463	143	140
Queue Length 95th (ft)	211		m11	476	#282	#321
Internal Link Dist (ft)	1181			551	286	
Turn Bay Length (ft)						60
Base Capacity (vph)	2380		222	1286	292	367
Starvation Cap Reductn	0		0	97	0	0
Spillback Cap Reductn	92		0	0	0	2
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.65		0.30	0.86	0.70	0.85

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 21: Skyline Drive & NYS Route 9A



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1249	43	58	893	177	270
Future Volume (veh/h)	1249	43	58	893	177	270
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1820	1820	1856	1707	2130	2160
Adj Flow Rate, veh/h	1436	49	67	1026	203	310
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	5	5	3	13	3	1
Cap, veh/h	2457	84	294	1352	254	229
Arrive On Green	0.72	0.72	0.06	1.00	0.13	0.13
Sat Flow, veh/h	3503	116	1767	1707	2029	1831
Grp Volume(v), veh/h	727	758	67	1026	203	310
Grp Sat Flow(s),veh/h/ln	1729	1799	1767	1707	2029	1831
Q Serve(g_s), s	24.3	24.5	1.1	0.0	11.7	15.0
Cycle Q Clear(g_c), s	24.3	24.5	1.1	0.0	11.7	15.0
Prop In Lane		0.06	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1245	1296	294	1352	254	229
V/C Ratio(X)	0.58	0.59	0.23	0.76	0.80	1.35
Avail Cap(c_a), veh/h	1245	1296	301	1352	254	229
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.61	0.61	1.00	1.00
Uniform Delay (d), s/veh	8.1	8.1	6.8	0.0	51.0	52.5
Incr Delay (d2), s/veh	1.5	1.5	0.2	2.5	16.5	185.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	8.1	0.3	0.9	7.1	18.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.6	9.6	7.0	2.5	67.6	237.9
LnGrp LOS	A	A	A	A	E	F
Approach Vol, veh/h	1485			1093	513	
Approach Delay, s/veh	9.6			2.8	170.5	
Approach LOS	A			A	F	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.6	91.4				100.0	20.0
Change Period (Y+Rc), s	5.0	5.0				5.0	5.0
Max Green Setting (Gmax), s	4.0	86.0				95.0	15.0
Max Q Clear Time (g_c+I1), s	3.1	26.5				2.0	17.0
Green Ext Time (p_c), s	0.0	14.1				10.7	0.0

Intersection Summary			
HCM 6th Ctrl Delay		33.9	
HCM 6th LOS		C	

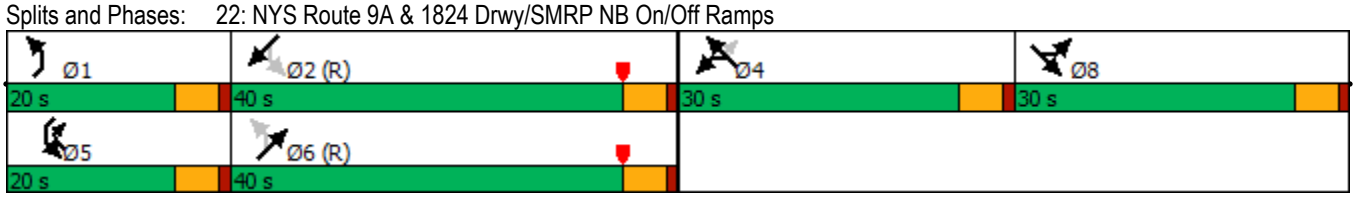
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	310	17	39	44	11	29	288	933	51	56	950	84
Future Volume (vph)	310	17	39	44	11	29	288	933	51	56	950	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	11	11	11	11	11	11
Grade (%)		5%			-9%			-1%			-1%	
Storage Length (ft)	150		0	100		60	230		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00				0.99						
Frt		0.968				0.850		0.992			0.988	
Flt Protected	0.950	0.967		0.950	0.971		0.950			0.950		
Satd. Flow (prot)	1560	1538	0	1732	1770	1631	1754	3259	0	1719	3045	0
Flt Permitted	0.950	0.967		0.950	0.971		0.081			0.255		
Satd. Flow (perm)	1558	1536	0	1732	1770	1610	150	3259	0	461	3045	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				64		5			8	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		211			341			3169			1261	
Travel Time (s)		4.8			7.8			48.0			19.1	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	7%	2%	2%	15%	0%
Adj. Flow (vph)	352	19	44	50	13	33	327	1060	58	64	1080	95
Shared Lane Traffic (%)	40%			38%								
Lane Group Flow (vph)	211	204	0	31	32	33	327	1118	0	64	1175	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.13	1.13	1.13	0.99	0.99	0.99	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template												
Leading Detector (ft)	35	83		35	83	35	35	83		35	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4	5	1	6		5	2	
Permitted Phases						4	6			2		
Detector Phase	8	8		4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0		30.0	30.0	20.0	20.0	40.0		20.0	40.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%	16.7%	16.7%	33.3%		16.7%	33.3%	
Maximum Green (s)	25.0	25.0		25.0	25.0	15.0	15.0	35.0		15.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
v/c Ratio	0.79	0.75		0.31	0.32	0.15	0.66	0.59		0.24	1.02	
Control Delay	67.8	61.6		61.8	61.8	2.6	34.6	20.4		13.6	62.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	67.8	61.6		61.8	61.8	2.6	34.6	20.4		13.6	62.7	
Queue Length 50th (ft)	166	152		25	25	0	176	294		13	~519	
Queue Length 95th (ft)	234	218		56	57	4	288	442		m24	#732	
Internal Link Dist (ft)		131			261			3089			1181	
Turn Bay Length (ft)	150			100		60	230			150		
Base Capacity (vph)	333	336		360	368	335	494	1906		388	1148	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.63	0.61		0.09	0.09	0.10	0.66	0.59		0.16	1.02	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: NYS Route 9A & 1824 Drwy/SMRP NB On/Off Ramps



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	310	17	39	44	11	29	288	933	51	56	950	84
Future Volume (veh/h)	310	17	39	44	11	29	288	933	51	56	950	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1753	1753	1753	2254	2254	2254	1939	1834	1834	1909	1714	1714
Adj Flow Rate, veh/h	407	0	0	31	39	33	327	1060	58	64	1080	95
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	7	7	2	15	15
Cap, veh/h	473	248	0	87	91	147	384	2065	113	352	1700	149
Arrive On Green	0.14	0.00	0.00	0.04	0.04	0.04	0.09	0.61	0.61	0.04	0.56	0.56
Sat Flow, veh/h	3339	1753	0	2147	2254	1896	1847	3360	184	1818	3029	266
Grp Volume(v), veh/h	407	0	0	31	39	33	327	550	568	64	580	595
Grp Sat Flow(s),veh/h/ln	1669	1753	0	2147	2254	1896	1847	1743	1801	1818	1628	1666
Q Serve(g_s), s	14.3	0.0	0.0	1.7	2.0	2.0	8.6	21.3	21.3	1.8	29.2	29.2
Cycle Q Clear(g_c), s	14.3	0.0	0.0	1.7	2.0	2.0	8.6	21.3	21.3	1.8	29.2	29.2
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.10	1.00		0.16
Lane Grp Cap(c), veh/h	473	248	0	87	91	147	384	1071	1107	352	914	935
V/C Ratio(X)	0.86	0.00	0.00	0.36	0.43	0.23	0.85	0.51	0.51	0.18	0.64	0.64
Avail Cap(c_a), veh/h	696	365	0	447	470	465	448	1071	1107	512	914	935
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.48	0.48	0.48
Uniform Delay (d), s/veh	50.3	0.0	0.0	56.1	56.2	52.0	18.9	13.0	13.0	11.1	18.0	18.0
Incr Delay (d2), s/veh	5.2	0.0	0.0	0.9	1.2	0.3	11.5	1.8	1.7	0.0	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	0.0	0.9	1.2	0.9	6.2	8.0	8.2	0.7	10.4	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	0.0	0.0	57.0	57.4	52.3	30.4	14.8	14.7	11.2	19.6	19.6
LnGrp LOS	E	A	A	E	E	D	C	B	B	B	B	B
Approach Vol, veh/h		407			103			1445			1239	
Approach Delay, s/veh		55.5			55.7			18.3			19.1	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	72.3		9.8	9.4	78.8		22.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	35.0		25.0	15.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	10.6	31.2		4.0	3.8	23.3		16.3				
Green Ext Time (p_c), s	0.3	2.2		0.2	0.0	4.7		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		24.6	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	179	56	1196	69	8	1060
Future Volume (vph)	179	56	1196	69	8	1060
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		-5%			5%
Storage Length (ft)	0	210		260	0	
Storage Lanes	1	1		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1841	1663	3407	1539	0	3011
Flt Permitted	0.950					
Satd. Flow (perm)	1841	1663	3407	1539	0	3011
Link Speed (mph)	30		45			45
Link Distance (ft)	390		1407			3169
Travel Time (s)	8.9		21.3			48.0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	1%	0%	5%	4%	12%	13%
Adj. Flow (vph)	218	68	1459	84	10	1293
Shared Lane Traffic (%)						
Lane Group Flow (vph)	218	68	1459	84	0	1303
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.01	1.01	1.08	1.08
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	62.9

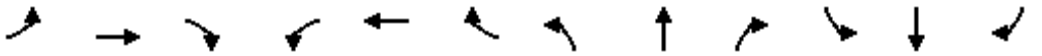
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	179	56	1196	69	8	1060
Future Vol, veh/h	179	56	1196	69	8	1060
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	210	-	260	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-6	-	-5	-	-	5
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	1	0	5	4	12	13
Mvmt Flow	218	68	1459	84	10	1293

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2126	730	0	0	1459	0
Stage 1	1459	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Critical Hdwy	5.62	6.3	-	-	4.34	-
Critical Hdwy Stg 1	4.62	-	-	-	-	-
Critical Hdwy Stg 2	4.62	-	-	-	-	-
Follow-up Hdwy	3.51	3.3	-	-	2.32	-
Pot Cap-1 Maneuver	~ 88	417	-	-	412	-
Stage 1	296	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 80	417	-	-	412	-
Mov Cap-2 Maneuver	~ 80	-	-	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	542	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s$	684.2	0	0.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	80	417	412	-
HCM Lane V/C Ratio	-	-	2.729	0.164	0.024	-
HCM Control Delay (s)	-	-	$ 893.4	15.3	13.9	0.6
HCM Lane LOS	-	-	F	C	B	A
HCM 95th %tile Q(veh)	-	-	21.2	0.6	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	41	134	198	28	168	167	965	32	137	988	67
Future Volume (vph)	105	41	134	198	28	168	167	965	32	137	988	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		5%			-6%			2%			-2%	
Storage Length (ft)	0		240	0		210	260		0	140		260
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor		1.00				0.99						
Frt			0.850			0.850		0.995				0.850
Flt Protected		0.965			0.958		0.950			0.950		
Satd. Flow (prot)	0	1775	1559	0	1797	1546	1710	3275	0	1647	3147	1577
Flt Permitted		0.470			0.580		0.128			0.145		
Satd. Flow (perm)	0	864	1559	0	1088	1524	230	3275	0	251	3147	1577
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			40			43		3				75
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		782			1110			1260			1407	
Travel Time (s)		17.8			30.3			19.1			21.3	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	1%	0%	1%	1%	0%	4%	1%	5%	4%	7%	12%	0%
Adj. Flow (vph)	121	47	154	228	32	193	192	1109	37	157	1136	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	168	154	0	260	193	192	1146	0	157	1136	77
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.01	1.01	1.01	1.06	1.06	1.06	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83		35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

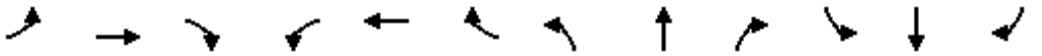
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Detector Phase	4	4	5	8	8	1	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0	5.0	8.0	8.0	5.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	13.0	13.0	10.0	35.0	35.0	10.0	10.0	28.0		10.0	15.0	15.0
Total Split (s)	35.0	35.0	30.0	35.0	35.0	30.0	30.0	65.0		30.0	65.0	65.0
Total Split (%)	26.9%	26.9%	23.1%	26.9%	26.9%	23.1%	23.1%	50.0%		23.1%	50.0%	50.0%
Maximum Green (s)	30.0	30.0	25.0	30.0	30.0	25.0	25.0	60.0		25.0	60.0	60.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	5.0		2.0	5.0	5.0
Recall Mode	None	None	None	Ped	Ped	None	None	Min		None	Min	Min
Walk Time (s)				7.0	7.0			7.0				
Flash Dont Walk (s)				23.0	23.0			16.0				
Pedestrian Calls (#/hr)				2	2			0				
v/c Ratio		0.68	0.22		0.84	0.32	0.65	0.72		0.60	0.78	0.10
Control Delay		53.1	16.0		62.8	19.1	23.2	24.6		20.2	28.0	4.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		53.1	16.0		62.8	19.1	23.2	24.6		20.2	28.0	4.1
Queue Length 50th (ft)		103	47		168	66	51	306		41	326	1
Queue Length 95th (ft)		#229	98		#354	128	107	399		69	421	24
Internal Link Dist (ft)		702			1030			1180			1327	
Turn Bay Length (ft)			240			210	260			140		260
Base Capacity (vph)		246	906		310	822	494	1893		487	1795	931
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.68	0.17		0.84	0.23	0.39	0.61		0.32	0.63	0.08

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 106.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: NYS Route 9A & Home Depot Drwy/Dana Road

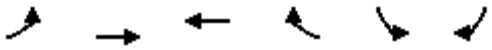




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	41	134	198	28	168	167	965	32	137	988	67
Future Volume (veh/h)	105	41	134	198	28	168	167	965	32	137	988	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1753	1753	1738	2136	2136	2076	1862	1802	1802	1874	1799	1979
Adj Flow Rate, veh/h	121	47	154	228	32	193	192	1109	37	157	1136	77
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	1	0	0	4	1	5	5	7	12	0
Cap, veh/h	64	14	568	69	0	659	301	1593	53	299	1571	771
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.08	0.47	0.47	0.07	0.46	0.46
Sat Flow, veh/h	0	45	1470	0	0	1756	1773	3381	113	1784	3417	1677
Grp Volume(v), veh/h	168	0	154	260	0	193	192	561	585	157	1136	77
Grp Sat Flow(s),veh/h/ln	45	0	1470	0	0	1756	1773	1712	1782	1784	1709	1677
Q Serve(g_s), s	0.0	0.0	7.0	0.0	0.0	7.5	5.5	25.2	25.2	4.4	26.2	2.5
Cycle Q Clear(g_c), s	30.0	0.0	7.0	30.0	0.0	7.5	5.5	25.2	25.2	4.4	26.2	2.5
Prop In Lane	0.72		1.00	0.88		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	77	0	568	69	0	659	301	807	839	299	1571	771
V/C Ratio(X)	2.17	0.00	0.27	3.75	0.00	0.29	0.64	0.70	0.70	0.53	0.72	0.10
Avail Cap(c_a), veh/h	77	0	568	69	0	659	616	1054	1097	636	2103	1032
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	0.0	20.5	48.7	0.0	21.4	17.7	20.3	20.3	16.3	21.3	14.9
Incr Delay (d2), s/veh	565.7	0.0	0.1	1272.6	0.0	0.1	0.8	2.5	2.4	0.5	1.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.0	0.0	2.4	26.2	0.0	3.1	2.0	9.6	9.9	1.6	9.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	609.1	0.0	20.6	1321.3	0.0	21.5	18.6	22.8	22.7	16.9	22.8	15.0
LnGrp LOS	F	A	C	F	A	C	B	C	C	B	C	B
Approach Vol, veh/h		322			453			1338			1370	
Approach Delay, s/veh		327.6			767.5			22.1			21.7	
Approach LOS		F			F			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	50.9		35.0	12.7	49.8		35.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	25.0	60.0		30.0	25.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	6.4	27.2		32.0	7.5	28.2		32.0				
Green Ext Time (p_c), s	0.2	15.3		0.0	0.3	16.6		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		147.2	
HCM 6th LOS		F	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	159	27	84	49	25	118
Future Volume (vph)	159	27	84	49	25	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	12	12
Grade (%)		0%	-3%		0%	
Storage Length (ft)	0			0	135	0
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.950			0.850
Flt Protected		0.959			0.950	
Satd. Flow (prot)	0	1796	1916	0	1492	1615
Flt Permitted		0.959			0.950	
Satd. Flow (perm)	0	1796	1916	0	1492	1615
Link Speed (mph)		25	25		25	
Link Distance (ft)		187	218		301	
Travel Time (s)		5.1	5.9		8.2	
Confl. Peds. (#/hr)	23			23		
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	1%	4%	8%	9%	21%	0%
Adj. Flow (vph)	224	38	118	69	35	166
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	262	187	0	35	166
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.83	0.83	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

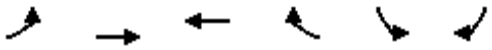
Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	159	27	84	49	25	118
Future Vol, veh/h	159	27	84	49	25	118
Conflicting Peds, #/hr	23	0	0	23	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	135	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-3	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	1	4	8	9	21	0
Mvmt Flow	224	38	118	69	35	166

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	210	0	-	0	662	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	486	-
Critical Hdwy	4.11	-	-	-	6.61	6.2
Critical Hdwy Stg 1	-	-	-	-	5.61	-
Critical Hdwy Stg 2	-	-	-	-	5.61	-
Follow-up Hdwy	2.209	-	-	-	3.689	3.3
Pot Cap-1 Maneuver	1367	-	-	-	399	872
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1341	-	-	-	318	855
Mov Cap-2 Maneuver	-	-	-	-	318	-
Stage 1	-	-	-	-	659	-
Stage 2	-	-	-	-	570	-

Approach	EB	WB	SB
HCM Control Delay, s	7	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1341	-	-	-	318	855
HCM Lane V/C Ratio	0.167	-	-	-	0.111	0.194
HCM Control Delay (s)	8.2	0	-	-	17.7	10.2
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.6	-	-	-	0.4	0.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	66	11	105	26	13	322
Future Volume (vph)	66	11	105	26	13	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-1%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.974		0.870	
Flt Protected		0.959			0.998	
Satd. Flow (prot)	0	1767	1860	0	1636	0
Flt Permitted		0.959			0.998	
Satd. Flow (perm)	0	1767	1860	0	1636	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		265	229		218	
Travel Time (s)		7.2	6.2		5.9	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	3%	0%	0%	0%	0%	3%
Adj. Flow (vph)	80	13	127	31	16	388
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	93	158	0	404	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	66	11	105	26	13	322
Future Vol, veh/h	66	11	105	26	13	322
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	3	0	0	0	0	3
Mvmt Flow	80	13	127	31	16	388
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9	9	10.1
HCM LOS	A	A	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	86%	0%	4%
Vol Thru, %	14%	80%	0%
Vol Right, %	0%	20%	96%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	77	131	335
LT Vol	66	0	13
Through Vol	11	105	0
RT Vol	0	26	322
Lane Flow Rate	93	158	404
Geometry Grp	1	1	1
Degree of Util (X)	0.133	0.208	0.443
Departure Headway (Hd)	5.157	4.74	3.951
Convergence, Y/N	Yes	Yes	Yes
Cap	692	754	912
Service Time	3.211	2.789	1.975
HCM Lane V/C Ratio	0.134	0.21	0.443
HCM Control Delay	9	9	10.1
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.5	0.8	2.3



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	40	184	100	274	107	37
Future Volume (vph)	40	184	100	274	107	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	15
Grade (%)	4%			-4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.889				0.965	
Flt Protected				0.987	0.964	
Satd. Flow (prot)	1633	0	0	1872	1916	0
Flt Permitted				0.987	0.964	
Satd. Flow (perm)	1633	0	0	1872	1916	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1110			104	652	
Travel Time (s)	30.3			2.8	17.8	
Confl. Peds. (#/hr)					1	1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	3%	1%	0%	3%	2%	0%
Adj. Flow (vph)	49	224	122	334	130	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	273	0	0	456	175	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

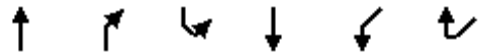
Intersection	
Int Delay, s/veh	5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	184	100	274	107	37
Future Vol, veh/h	40	184	100	274	107	37
Conflicting Peds, #/hr	0	0	0	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	-4	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	1	0	3	2	0
Mvmt Flow	49	224	122	334	130	45

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	273	0	740	162
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	579	-
Critical Hdwy	-	-	4.1	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1302	-	384	888
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	560	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1302	-	339	887
Mov Cap-2 Maneuver	-	-	-	-	339	-
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	495	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	20.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	403	-	-	1302	-
HCM Lane V/C Ratio	0.436	-	-	0.094	-
HCM Control Delay (s)	20.7	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.2	-	-	0.3	-



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	263	189	36	219	163	32
Future Volume (vph)	263	189	36	219	163	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-1%	10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944				0.978	
Flt Protected				0.993	0.960	
Satd. Flow (prot)	1678	0	0	1789	1670	0
Flt Permitted				0.993	0.960	
Satd. Flow (perm)	1678	0	0	1789	1670	0
Link Speed (mph)	40			40	30	
Link Distance (ft)	410			565	400	
Travel Time (s)	7.0			9.6	9.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	9%	4%	0%	7%	1%	4%
Adj. Flow (vph)	283	203	39	235	175	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	486	0	0	274	209	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.07	1.07
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

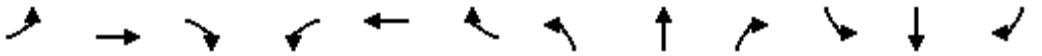
Intersection	
Int Delay, s/veh	9.7

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	263	189	36	219	163	32
Future Vol, veh/h	263	189	36	219	163	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-1	10	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	4	0	7	1	4
Mvmt Flow	283	203	39	235	175	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	486	0	698	385
Stage 1	-	-	-	-	385	-
Stage 2	-	-	-	-	313	-
Critical Hdwy	-	-	4.1	-	8.41	7.24
Critical Hdwy Stg 1	-	-	-	-	7.41	-
Critical Hdwy Stg 2	-	-	-	-	7.41	-
Follow-up Hdwy	-	-	2.2	-	3.509	3.336
Pot Cap-1 Maneuver	-	-	1087	-	277	592
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	625	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1087	-	266	592
Mov Cap-2 Maneuver	-	-	-	-	266	-
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	599	-

Approach	NB	SB	SW
HCM Control Delay, s	0	1.2	43.4
HCM LOS			E

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1087	-	292
HCM Lane V/C Ratio	-	-	0.036	-	0.718
HCM Control Delay (s)	-	-	8.4	0	43.4
HCM Lane LOS	-	-	A	A	E
HCM 95th %tile Q(veh)	-	-	0.1	-	5.1

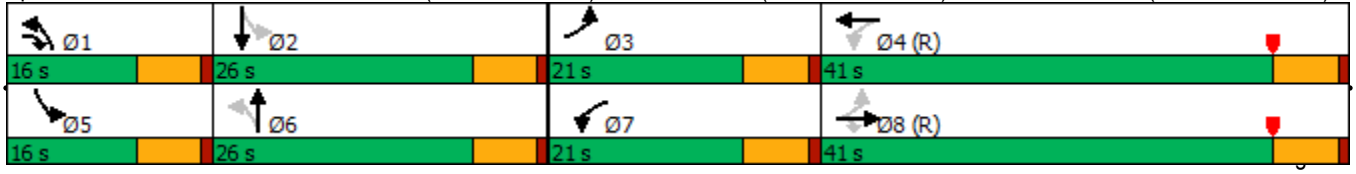


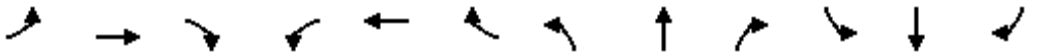
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	644	245	56	521	50	208	166	53	110	194	203
Future Volume (vph)	125	644	245	56	521	50	208	166	53	110	194	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	10	11	11
Grade (%)		7%			-5%			-2%			3%	
Storage Length (ft)	230		0	115		0	290		0	160		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.98	1.00	1.00			0.99		1.00		
Frt			0.850		0.987			0.963			0.923	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1635	1755	1492	1788	1763	0	1678	1720	0	1627	1614	0
Flt Permitted	0.157			0.163			0.188			0.476		
Satd. Flow (perm)	270	1755	1460	307	1763	0	332	1720	0	813	1614	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			253		5			14			45	
Link Speed (mph)		40			35			30			30	
Link Distance (ft)		434			857			659			593	
Travel Time (s)		7.4			16.7			15.0			13.5	
Confl. Peds. (#/hr)	3		1	1		3			2	2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	1%	1%	0%	5%	7%	5%	9%	0%	2%	4%	3%
Adj. Flow (vph)	129	664	253	58	537	52	214	171	55	113	200	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	129	664	253	58	589	0	214	226	0	113	409	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.01	1.01	1.01	1.03	0.99	0.99	1.11	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template												
Leading Detector (ft)	35	83	35	35	83		35	83		35	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Detector Phase	3	8	1	7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	16.0	11.0	11.0	16.0		11.0	16.0		11.0	16.0	
Total Split (s)	21.0	41.0	16.0	21.0	41.0		16.0	26.0		16.0	26.0	
Total Split (%)	20.2%	39.4%	15.4%	20.2%	39.4%		15.4%	25.0%		15.4%	25.0%	
Maximum Green (s)	15.0	35.0	10.0	15.0	35.0		10.0	20.0		10.0	20.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	
v/c Ratio	0.49	0.86	0.28	0.25	0.85		0.93	0.62		0.39	1.18	
Control Delay	18.8	40.2	2.2	15.0	42.9		75.0	44.4		28.4	142.0	
Queue Delay	0.0	31.2	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.8	71.4	2.2	15.0	42.9		75.0	44.4		28.4	142.0	
Queue Length 50th (ft)	41	402	0	18	345		106	131		52	~303	
Queue Length 95th (ft)	72	#647	34	37	#604		#241	214		95	#496	
Internal Link Dist (ft)		354			777			579			513	
Turn Bay Length (ft)	230			115			290			160		
Base Capacity (vph)	342	775	905	374	693		229	362		312	346	
Starvation Cap Reductn	0	144	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.38	1.05	0.28	0.16	0.85		0.93	0.62		0.36	1.18	

Intersection Summary	
Area Type:	Other
Cycle Length: 104	
Actuated Cycle Length: 104	
Offset: 67 (64%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 29: NYS Route 100A (Knollwood Road)/NYS Route 100 (Bradhurst Avenue) & NYS Route 100C (Grasslands Road)/NYS Route 100

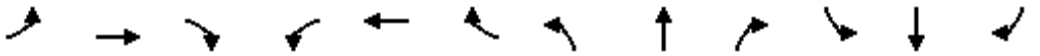




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	644	245	56	521	50	208	166	53	110	194	203
Future Volume (veh/h)	125	644	245	56	521	50	208	166	53	110	194	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1567	1597	1597	2097	2022	2022	1904	1844	1844	1817	1788	1788
Adj Flow Rate, veh/h	129	664	253	58	537	52	214	171	55	113	200	209
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	1	1	0	5	5	5	9	9	2	4	4
Cap, veh/h	286	691	714	185	746	72	244	294	94	306	154	161
Arrive On Green	0.07	0.43	0.43	0.05	0.41	0.41	0.10	0.22	0.22	0.07	0.19	0.19
Sat Flow, veh/h	1492	1597	1348	1997	1814	176	1813	1335	429	1731	799	835
Grp Volume(v), veh/h	129	664	253	58	0	589	214	0	226	113	0	409
Grp Sat Flow(s),veh/h/ln	1492	1597	1348	1997	0	1989	1813	0	1764	1731	0	1634
Q Serve(g_s), s	5.1	42.0	11.3	1.7	0.0	25.8	9.9	0.0	11.9	5.4	0.0	20.0
Cycle Q Clear(g_c), s	5.1	42.0	11.3	1.7	0.0	25.8	9.9	0.0	11.9	5.4	0.0	20.0
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.24	1.00		0.51
Lane Grp Cap(c), veh/h	286	691	714	185	0	818	244	0	388	306	0	314
V/C Ratio(X)	0.45	0.96	0.35	0.31	0.00	0.72	0.88	0.00	0.58	0.37	0.00	1.30
Avail Cap(c_a), veh/h	398	691	714	377	0	818	244	0	388	353	0	314
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.3	28.7	14.2	23.9	0.0	25.6	31.8	0.0	36.3	30.8	0.0	42.0
Incr Delay (d2), s/veh	0.4	24.5	1.3	0.4	0.0	5.4	27.6	0.0	1.5	0.3	0.0	157.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	19.5	3.4	0.8	0.0	12.9	6.1	0.0	5.3	2.3	0.0	21.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	53.1	15.5	24.3	0.0	31.0	59.4	0.0	37.8	31.1	0.0	199.0
LnGrp LOS	B	D	B	C	A	C	E	A	D	C	A	F
Approach Vol, veh/h		1046			647			440			522	
Approach Delay, s/veh		39.9			30.4			48.3			162.6	
Approach LOS		D			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	26.0	13.2	48.8	13.1	28.9	11.0	51.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	20.0	15.0	35.0	10.0	20.0	15.0	35.0
Max Q Clear Time (g_c+I1), s	11.9	22.0	7.1	27.8	7.4	13.9	3.7	44.0
Green Ext Time (p_c), s	0.0	0.0	0.1	1.3	0.0	0.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	63.1
HCM 6th LOS	E

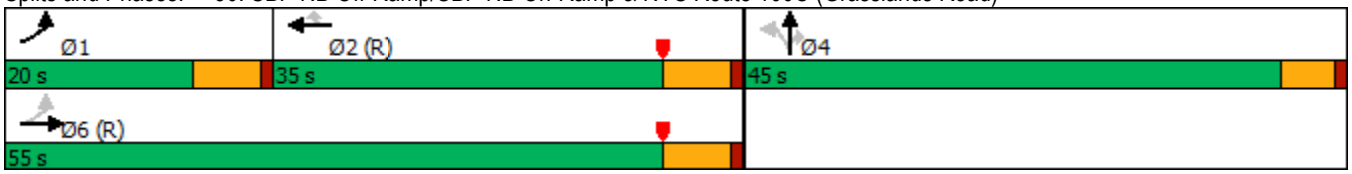


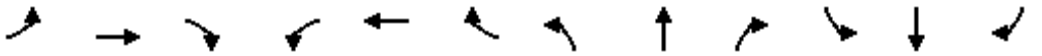
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	684	0	0	768	163	286	2	330	0	0	0
Future Volume (vph)	117	684	0	0	768	163	286	2	330	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		5%			-7%			4%			6%	
Storage Length (ft)	325		0	0		135	0		325	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	86			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98						
Frt						0.850			0.850			
Flt Protected	0.950							0.953				
Satd. Flow (prot)	1643	3451	0	0	3593	1655	0	1723	1583	0	0	0
Flt Permitted	0.257							0.953				
Satd. Flow (perm)	444	3451	0	0	3593	1619	0	1723	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						131			165			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		444			434			670			395	
Travel Time (s)		7.6			7.4			15.2			9.0	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	4%	1%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	121	705	0	0	792	168	295	2	340	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	705	0	0	792	168	0	297	340	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.13	1.03	1.03	0.96	0.96	0.96	1.03	1.03	1.03	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template							Left					
Leading Detector (ft)	35	83			83	35	20	83	35			
Trailing Detector (ft)	-5	-5			-5	-5	0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5	-5	0	-5	-5			
Detector 1 Size(ft)	40	40			40	40	20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		43			43			43				
Detector 2 Size(ft)		40			40			40				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			4				
Permitted Phases	6					2	4		4			
Detector Phase	1	6			2	2	4	4	4			
Switch Phase												
Minimum Initial (s)	2.0	2.0			2.0	2.0	4.0	4.0	4.0			
Minimum Split (s)	8.0	8.0			8.0	8.0	9.0	9.0	9.0			
Total Split (s)	20.0	55.0			35.0	35.0	45.0	45.0	45.0			
Total Split (%)	20.0%	55.0%			35.0%	35.0%	45.0%	45.0%	45.0%			
Maximum Green (s)	14.0	49.0			29.0	29.0	40.0	40.0	40.0			
Yellow Time (s)	5.0	5.0			5.0	5.0	4.0	4.0	4.0			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0	6.0		5.0	5.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.0	0.2			0.2	0.2	4.0	4.0	4.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
v/c Ratio	0.32	0.32			0.44	0.19		0.68	0.65			
Control Delay	7.5	7.2			18.9	6.1		40.8	21.6			
Queue Delay	0.0	0.0			0.4	0.0		0.0	0.0			
Total Delay	7.5	7.2			19.3	6.1		40.8	21.6			
Queue Length 50th (ft)	20	62			162	12		171	98			
Queue Length 95th (ft)	m17	m51			274	58		228	168			
Internal Link Dist (ft)		364			354			590			315	
Turn Bay Length (ft)	325					135			325			
Base Capacity (vph)	450	2194			1790	872		689	732			
Starvation Cap Reductn	0	0			489	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.27	0.32			0.61	0.19		0.43	0.46			

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 30: SBP NB Off-Ramp/SBP NB On-Ramp & NYS Route 100C (Grasslands Road)

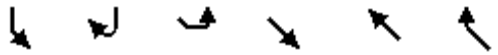




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	684	0	0	768	163	286	2	330	0	0	0
Future Volume (veh/h)	117	684	0	0	768	163	286	2	330	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1753	1723	0	0	2115	2160	1806	1806	1806			
Adj Flow Rate, veh/h	121	705	0	0	792	168	295	2	340			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	2	0	0	4	1	0	0	0			
Cap, veh/h	371	2029	0	0	2041	929	462	3	414			
Arrive On Green	0.05	0.62	0.00	0.00	0.51	0.51	0.27	0.27	0.27			
Sat Flow, veh/h	1669	3360	0	0	4125	1829	1709	12	1530			
Grp Volume(v), veh/h	121	705	0	0	792	168	297	0	340			
Grp Sat Flow(s),veh/h/ln	1669	1637	0	0	2010	1829	1720	0	1530			
Q Serve(g_s), s	3.3	10.4	0.0	0.0	12.1	5.0	15.2	0.0	20.8			
Cycle Q Clear(g_c), s	3.3	10.4	0.0	0.0	12.1	5.0	15.2	0.0	20.8			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	371	2029	0	0	2041	929	465	0	414			
V/C Ratio(X)	0.33	0.35	0.00	0.00	0.39	0.18	0.64	0.00	0.82			
Avail Cap(c_a), veh/h	518	2029	0	0	2041	929	688	0	612			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.37	0.37	1.00	0.00	1.00			
Uniform Delay (d), s/veh	10.8	9.2	0.0	0.0	15.1	13.3	32.2	0.0	34.2			
Incr Delay (d2), s/veh	0.2	0.5	0.0	0.0	0.2	0.2	2.1	0.0	7.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	3.4	0.0	0.0	5.2	1.9	6.5	0.0	8.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.0	9.7	0.0	0.0	15.3	13.5	34.3	0.0	41.3			
LnGrp LOS	B	A	A	A	B	B	C	A	D			
Approach Vol, veh/h		826			960			637				
Approach Delay, s/veh		9.9			15.0			38.0				
Approach LOS		A			B			D				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	11.2	56.8		32.0		68.0			
Change Period (Y+Rc), s	6.0	6.0		5.0		6.0			
Max Green Setting (Gmax), s	14.0	29.0		40.0		49.0			
Max Q Clear Time (g_c+I1), s	5.3	14.1		22.8		12.4			
Green Ext Time (p_c), s	0.1	0.7		4.2		0.6			

Intersection Summary			
HCM 6th Ctrl Delay		19.3	
HCM 6th LOS		B	



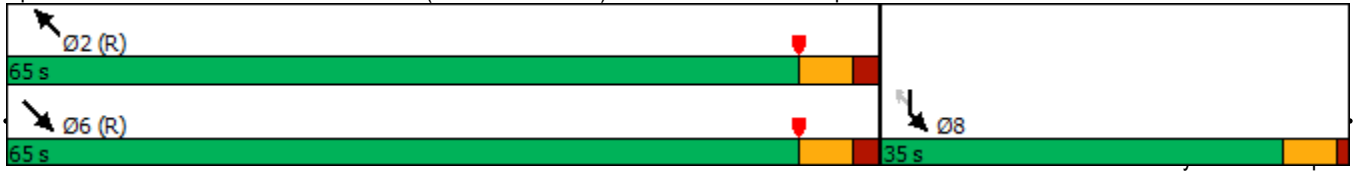
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	179	77	0	3011	720	334
Future Volume (vph)	179	77	0	3011	720	334
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-2%			2%	-5%	
Storage Length (ft)	0	90	0			235
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00					
Frt		0.850				0.850
Flt Protected	0.950					
Satd. Flow (prot)	1823	1615	0	3539	3524	1655
Flt Permitted	0.950					
Satd. Flow (perm)	1822	1615	0	3539	3524	1655
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		89				330
Link Speed (mph)	30			40	40	
Link Distance (ft)	326			294	397	
Travel Time (s)	7.4			5.0	6.8	
Confl. Peds. (#/hr)	1					
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	1%	5%	0%
Adj. Flow (vph)	206	89	0	3461	828	384
Shared Lane Traffic (%)						
Lane Group Flow (vph)	206	89	0	3461	828	384
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.97	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	1
Detector Template						
Leading Detector (ft)	35	35		83	83	35
Trailing Detector (ft)	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				43	43	
Detector 2 Size(ft)				40	40	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

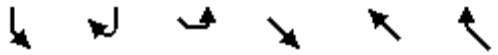
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm		NA	NA	Free
Protected Phases	8			6	2	
Permitted Phases		8		6	2	Free
Detector Phase	8	8		6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0		2.0	2.0	
Minimum Split (s)	10.0	10.0		8.0	8.0	
Total Split (s)	35.0	35.0		65.0	65.0	
Total Split (%)	35.0%	35.0%		65.0%	65.0%	
Maximum Green (s)	30.0	30.0		59.0	59.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0		0.2	0.2	
Recall Mode	None	None		C-Max	C-Max	
v/c Ratio	0.71	0.27		1.34	0.32	0.23
Control Delay	53.2	9.5		170.9	4.3	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	53.2	9.5		170.9	4.3	0.3
Queue Length 50th (ft)	126	0		~1539	57	0
Queue Length 95th (ft)	182	36		#1636	108	0
Internal Link Dist (ft)	246			214	317	
Turn Bay Length (ft)		90				235
Base Capacity (vph)	546	546		2588	2577	1655
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	6		0	259	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.38	0.16		1.34	0.36	0.23

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 31: NYS Route 100C (Grasslands Road) & SBP SB On/Off Ramps





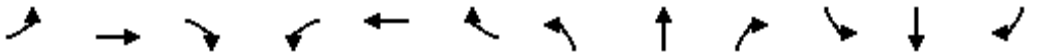
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (veh/h)	179	77	0	3011	720	334
Future Volume (veh/h)	179	77	0	3011	720	334
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1979	1964	0	1862	2022	2097
Adj Flow Rate, veh/h	206	89	0	3461	828	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	1	0	1	5	0
Cap, veh/h	248	219	0	2682	2913	
Arrive On Green	0.13	0.13	0.00	0.76	0.76	0.00
Sat Flow, veh/h	1884	1664	0	3723	3942	1777
Grp Volume(v), veh/h	206	89	0	3461	828	0
Grp Sat Flow(s),veh/h/ln	1884	1664	0	1769	1921	1777
Q Serve(g_s), s	10.7	4.9	0.0	75.8	6.6	0.0
Cycle Q Clear(g_c), s	10.7	4.9	0.0	75.8	6.6	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	248	219	0	2682	2913	
V/C Ratio(X)	0.83	0.41	0.00	1.29	0.28	
Avail Cap(c_a), veh/h	565	499	0	2682	2913	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.54	1.00	0.00
Uniform Delay (d), s/veh	42.3	39.8	0.0	12.1	3.7	0.0
Incr Delay (d2), s/veh	2.8	0.5	0.0	132.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	2.0	0.0	68.0	1.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.1	40.3	0.0	144.3	4.0	0.0
LnGrp LOS	D	D	A	F	A	
Approach Vol, veh/h	295			3461	828	A
Approach Delay, s/veh	43.6			144.3	4.0	
Approach LOS	D			F	A	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	81.8				81.8	18.2
Change Period (Y+Rc), s	6.0				6.0	5.0
Max Green Setting (Gmax), s	59.0				59.0	30.0
Max Q Clear Time (g_c+I1), s	8.6				77.8	12.7
Green Ext Time (p_c), s	0.7				0.0	0.5

Intersection Summary		
HCM 6th Ctrl Delay	112.5	
HCM 6th LOS	F	

Notes

Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	1591	1	6	701	90	2	0	3	222	0	101
Future Volume (vph)	47	1591	1	6	701	90	2	0	3	222	0	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12	15	15	15	13	13	13
Grade (%)		0%			1%			0%			-5%	
Storage Length (ft)	130		0	70		0	0		0	0		90
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	86			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt					0.983			0.919				0.850
Flt Protected	0.950			0.950				0.980			0.950	
Satd. Flow (prot)	1612	3574	0	1676	3337	0	0	1569	0	0	1856	1694
Flt Permitted	0.231			0.071				0.914			0.754	
Satd. Flow (perm)	392	3574	0	125	3337	0	0	1463	0	0	1473	1694
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					15			98				35
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		423			294			305			416	
Travel Time (s)		7.2			5.0			6.9			11.3	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	12%	1%	0%	0%	5%	12%	50%	0%	0%	3%	0%	1%
Adj. Flow (vph)	55	1850	1	7	815	105	2	0	3	258	0	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	1851	0	7	920	0	0	5	0	0	258	117
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.10	1.01	1.01	0.88	0.88	0.88	0.93	0.93	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template							Left			Left		
Leading Detector (ft)	35	83		35	83		20	83		20	83	35
Trailing Detector (ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40		20	40		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

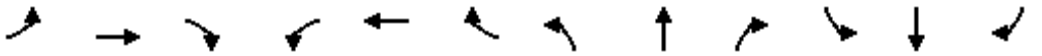
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Minimum Split (s)	8.0	8.0		8.0	8.0		7.0	7.0		7.0	7.0	8.0
Total Split (s)	21.0	59.0		38.0	38.0		41.0	41.0		41.0	41.0	21.0
Total Split (%)	21.0%	59.0%		38.0%	38.0%		41.0%	41.0%		41.0%	41.0%	21.0%
Maximum Green (s)	15.0	53.0		32.0	32.0		36.0	36.0		36.0	36.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0			5.0	6.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	0.2	0.2		0.2	0.2		2.0	2.0		2.0	2.0	0.2
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	None
v/c Ratio	0.18	0.78		0.10	0.49			0.01			0.79	0.21
Control Delay	8.7	15.9		14.2	10.1			0.0			52.9	16.4
Queue Delay	0.0	0.4		0.0	0.3			0.0			64.8	0.0
Total Delay	8.7	16.3		14.2	10.4			0.0			117.7	16.4
Queue Length 50th (ft)	11	383		2	140			0			156	38
Queue Length 95th (ft)	29	564		m8	218			0			209	64
Internal Link Dist (ft)		343			214			225			336	
Turn Bay Length (ft)	130			70								90
Base Capacity (vph)	444	2384		71	1895			589			530	736
Starvation Cap Reductn	0	0		0	356			0			0	0
Spillback Cap Reductn	0	146		0	0			0			334	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.12	0.83		0.10	0.60			0.01			1.32	0.16

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 32: Taylor Road/Woods Road & NYS Route 100C (Grasslands Road)

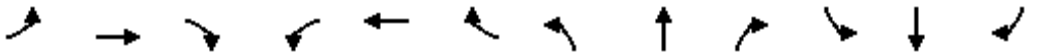




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	1591	1	6	701	90	2	0	3	222	0	101
Future Volume (veh/h)	47	1591	1	6	701	90	2	0	3	222	0	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1885	1885	1894	1820	1820	1976	1976	1976	2181	2181	2165
Adj Flow Rate, veh/h	55	1850	1	7	815	105	2	0	3	258	0	117
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	12	1	1	0	5	5	0	0	0	0	0	1
Cap, veh/h	292	2134	1	111	1518	196	66	21	56	366	0	619
Arrive On Green	0.03	0.58	0.58	0.49	0.49	0.49	0.31	0.00	0.31	0.31	0.00	0.31
Sat Flow, veh/h	1640	3674	2	252	3080	397	51	69	181	950	0	1835
Grp Volume(v), veh/h	55	902	949	7	457	463	5	0	0	258	0	117
Grp Sat Flow(s),veh/h/ln	1640	1791	1885	252	1729	1748	302	0	0	950	0	1835
Q Serve(g_s), s	1.6	42.5	42.5	2.4	18.2	18.2	0.1	0.0	0.0	0.0	0.0	4.5
Cycle Q Clear(g_c), s	1.6	42.5	42.5	36.1	18.2	18.2	28.4	0.0	0.0	28.3	0.0	4.5
Prop In Lane	1.00		0.00	1.00		0.23	0.40		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	292	1040	1095	111	852	861	144	0	0	366	0	619
V/C Ratio(X)	0.19	0.87	0.87	0.06	0.54	0.54	0.03	0.00	0.00	0.71	0.00	0.19
Avail Cap(c_a), veh/h	492	1040	1095	111	852	861	221	0	0	450	0	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.2	17.7	17.7	36.6	17.5	17.5	27.2	0.0	0.0	33.6	0.0	23.5
Incr Delay (d2), s/veh	0.1	9.7	9.3	1.0	2.3	2.3	0.0	0.0	0.0	2.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	17.9	18.7	0.2	7.2	7.3	0.1	0.0	0.0	6.3	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	27.4	27.0	37.7	19.8	19.8	27.2	0.0	0.0	36.2	0.0	23.5
LnGrp LOS	B	C	C	D	B	B	C	A	A	D	A	C
Approach Vol, veh/h		1906			927			5			375	
Approach Delay, s/veh		26.8			19.9			27.2			32.2	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		64.1		35.9	8.8	55.3		35.9				
Change Period (Y+Rc), s		6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s		53.0		36.0	15.0	32.0		36.0				
Max Q Clear Time (g_c+I1), s		44.5		30.3	3.6	38.1		30.4				
Green Ext Time (p_c), s		1.0		0.6	0.0	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			25.4									
HCM 6th LOS			C									



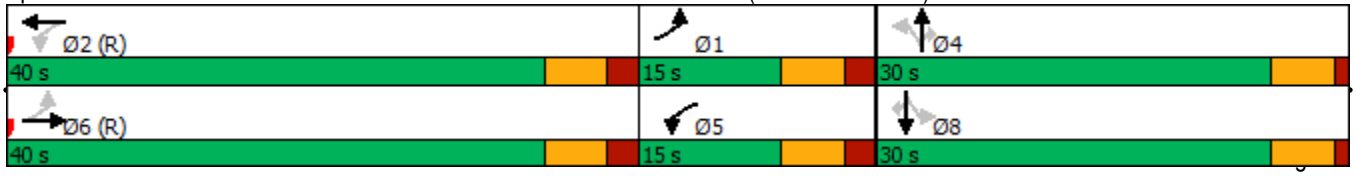
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	983	24	142	563	100	79	27	400	256	13	20
Future Volume (vph)	34	983	24	142	563	100	79	27	400	256	13	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	15
Grade (%)		3%			-2%			2%			0%	
Storage Length (ft)	230		0	255		0	0		190	100		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00				0.98
Frt		0.996			0.977				0.850			0.850
Flt Protected	0.950			0.950				0.964			0.955	
Satd. Flow (prot)	1778	1842	0	1753	1787	0	0	1800	1567	0	1781	1777
Flt Permitted	0.115			0.102				0.447			0.651	
Satd. Flow (perm)	215	1842	0	188	1787	0	0	834	1567	0	1214	1738
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			13				248			116
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		405			402			287			234	
Travel Time (s)		6.9			6.9			6.5			6.4	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	9%	4%	4%	10%	1%	0%	2%	2%	0%	0%
Adj. Flow (vph)	39	1117	27	161	640	114	90	31	455	291	15	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	1144	0	161	754	0	0	121	455	0	306	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	0.99	0.99	0.99	1.01	1.01	1.01	1.00	1.00	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	83
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	-5	-5
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43		43	43			43	43		43	43
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex

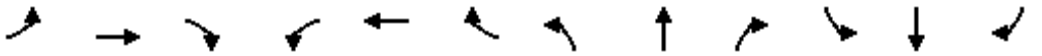
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.0	16.0		9.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	15.0	40.0		15.0	40.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	17.6%	47.1%		17.6%	47.1%		35.3%	35.3%	35.3%	35.3%	35.3%	35.3%
Maximum Green (s)	9.0	34.0		9.0	34.0		25.0	25.0	25.0	25.0	25.0	25.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
v/c Ratio	0.16	1.42		0.68	0.86			0.52	0.74		0.91	0.04
Control Delay	13.1	221.8		39.7	34.4			34.5	20.2		61.6	0.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	13.1	221.8		39.7	34.4			34.5	20.2		61.6	0.1
Queue Length 50th (ft)	9	~883		38	~438			52	93		151	0
Queue Length 95th (ft)	20	#1092		#97	#632			105	198		#288	0
Internal Link Dist (ft)		325			322			207			154	
Turn Bay Length (ft)	230			255					190			
Base Capacity (vph)	282	804		272	881			247	638		360	597
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.14	1.42		0.59	0.86			0.49	0.71		0.85	0.04

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 33: Clearbrook Road/Walker Road & NYS Route 100C (Grasslands Road)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	983	24	142	563	100	79	27	400	256	13	20
Future Volume (veh/h)	34	983	24	142	563	100	79	27	400	256	13	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1832	1832	1919	1919	1919	1876	1876	1847	1900	1900	1976
Adj Flow Rate, veh/h	39	1117	27	161	640	114	90	31	0	291	15	23
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	1	1	4	4	4	0	0	2	0	0	0
Cap, veh/h	283	713	17	290	634	113	176	51		473	20	480
Arrive On Green	0.11	0.40	0.40	0.11	0.40	0.40	0.29	0.29	0.00	0.29	0.29	0.29
Sat Flow, veh/h	1759	1781	43	1827	1585	282	357	176	1565	1360	70	1672
Grp Volume(v), veh/h	39	0	1144	161	0	754	121	0	0	306	0	23
Grp Sat Flow(s),veh/h/ln	1759	0	1824	1827	0	1868	533	0	1565	1430	0	1672
Q Serve(g_s), s	0.0	0.0	34.0	3.0	0.0	34.0	5.9	0.0	0.0	0.0	0.0	0.8
Cycle Q Clear(g_c), s	0.0	0.0	34.0	3.0	0.0	34.0	22.4	0.0	0.0	16.5	0.0	0.8
Prop In Lane	1.00		0.02	1.00		0.15	0.74		1.00	0.95		1.00
Lane Grp Cap(c), veh/h	283	0	730	290	0	747	227	0		494	0	480
V/C Ratio(X)	0.14	0.00	1.57	0.55	0.00	1.01	0.53	0.00		0.62	0.00	0.05
Avail Cap(c_a), veh/h	283	0	730	290	0	747	237	0		503	0	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.5	0.0	25.5	34.0	0.0	25.5	35.2	0.0	0.0	27.5	0.0	21.9
Incr Delay (d2), s/veh	0.1	0.0	262.1	1.4	0.0	35.2	0.9	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	66.3	3.0	0.0	20.8	2.5	0.0	0.0	5.7	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	0.0	287.6	35.4	0.0	60.7	36.1	0.0	0.0	29.1	0.0	21.9
LnGrp LOS	C	A	F	D	A	F	D	A		C	A	C
Approach Vol, veh/h		1183			915			121	A		329	
Approach Delay, s/veh		279.2			56.3			36.1			28.6	
Approach LOS		F			E			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.6	40.0		29.4	15.6	40.0		29.4				
Change Period (Y+Rc), s	6.0	6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s	9.0	34.0		25.0	9.0	34.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	36.0		24.4	5.0	36.0		18.5				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	0.0		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		155.2
HCM 6th LOS		F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

YEAR 2039 BUILD TRAFFIC VOLUMES W/ IMPROVEMENTS



Lane Group	EBU	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	569	253	322	154	83	455	523
Future Volume (vph)	569	253	322	154	83	455	523
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11
Grade (%)		5%			2%	-1%	
Storage Length (ft)		115	0	250			250
Storage Lanes		1	0	1			1
Taper Length (ft)		86		25			
Lane Util. Factor	0.95	0.97	0.95	0.95	0.95	1.00	1.00
Frt		0.958					0.850
Flt Protected		0.965		0.950	0.985		
Satd. Flow (prot)	0	3163	0	1172	1334	1709	1553
Flt Permitted		0.965		0.950	0.985		
Satd. Flow (perm)	0	3163	0	1172	1334	1709	1553
Link Speed (mph)		25			40	40	
Link Distance (ft)		301			870	851	
Travel Time (s)		8.2			14.8	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	12%	40%	22%	8%	1%
Adj. Flow (vph)	618	275	350	167	90	495	568
Shared Lane Traffic (%)				24%			
Lane Group Flow (vph)	0	1243	0	127	130	495	568
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Right	Right
Median Width(ft)		24			11	11	
Link Offset(ft)		0			0	0	
Crosswalk Width(ft)		16			16	16	
Two way Left Turn Lane							
Headway Factor	1.03	1.03	1.03	1.06	1.06	1.04	1.04
Turning Speed (mph)	9	15	9	15			9
Sign Control		Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other

Control Type: Roundabout

Intersection	
Intersection Delay, s/veh	31.8
Intersection LOS	D

Approach	EB	NB	SB
Entry Lanes	2	2	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	1243	257	1063
Demand Flow Rate, veh/h	1305	344	1109
Vehicles Circulating, veh/h	535	913	864
Vehicles Exiting, veh/h	864	927	393
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	22.2	12.3	47.8
Approach LOS	C	B	E

Lane	Left	Right	Left	Right	Left	Bypass
Designated Moves	L	LTR	L	LTR	T	R
Assumed Moves	L	LTR	L	LTR	T	R
RT Channelized						Yield
Lane Util	0.530	0.470	0.529	0.471	1.000	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	574
Entry Flow, veh/h	692	613	182	162	535	572
Cap Entry Lane, veh/h	825	901	583	653	681	0.990
Entry HV Adj Factor	0.952	0.953	0.749	0.746	0.926	568
Flow Entry, veh/h	659	584	136	121	495	566
Cap Entry, veh/h	785	859	436	488	631	1.004
V/C Ratio	0.839	0.680	0.312	0.248	0.785	65.8
Control Delay, s/veh	27.7	16.0	13.5	11.0	27.3	F
LOS	D	C	B	B	D	15
95th %tile Queue, veh	10	6	1	1	8	



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	242	0	0	1247	0	902
Future Volume (vph)	242	0	0	1247	0	902
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	12	12
Grade (%)	5%			-5%	3%	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	1789	0	0	3491	0	1499
Flt Permitted						
Satd. Flow (perm)	1789	0	0	3491	0	1499
Link Speed (mph)	25			25	30	
Link Distance (ft)	322			301	733	
Travel Time (s)	8.8			8.2	16.7	
Confl. Peds. (#/hr)		2	2		2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	0%	0%	6%	0%	8%
Adj. Flow (vph)	263	0	0	1355	0	980
Shared Lane Traffic (%)						
Lane Group Flow (vph)	263	0	0	1355	0	980
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.97	0.97	1.02	1.02
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	65.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑↑		↱
Traffic Vol, veh/h	242	0	0	1247	0	902
Future Vol, veh/h	242	0	0	1247	0	902
Conflicting Peds, #/hr	0	2	2	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	0	0	6	0	8
Mvmt Flow	263	0	0	1355	0	980

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	265
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.62
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.376
Pot Cap-1 Maneuver	-	0	0	-	0	~ 740
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 739
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	174.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	739	-	-
HCM Lane V/C Ratio	1.327	-	-
HCM Control Delay (s)	174.5	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	39.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBU	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	169	685	155	241	256	85	172
Future Volume (vph)	169	685	155	241	256	85	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11
Grade (%)		5%			2%	-1%	
Storage Length (ft)		115	0	250			250
Storage Lanes		1	0	1			1
Taper Length (ft)		86		25			
Lane Util. Factor	0.95	0.97	0.95	0.95	0.95	1.00	1.00
Frt		0.977					0.850
Flt Protected		0.959		0.950	0.996		
Satd. Flow (prot)	0	3262	0	1593	1656	1709	1553
Flt Permitted		0.959		0.950	0.996		
Satd. Flow (perm)	0	3262	0	1593	1656	1709	1553
Link Speed (mph)		25			40	40	
Link Distance (ft)		301			870	851	
Travel Time (s)		8.2			14.8	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	20%	3%	4%	8%	1%
Adj. Flow (vph)	184	745	168	262	278	92	187
Shared Lane Traffic (%)				10%			
Lane Group Flow (vph)	0	1097	0	236	304	92	187
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Right	Right
Median Width(ft)		24			11	11	
Link Offset(ft)		0			0	0	
Crosswalk Width(ft)		16			16	16	
Two way Left Turn Lane							
Headway Factor	1.03	1.03	1.03	1.06	1.06	1.04	1.04
Turning Speed (mph)	9	15	9	15			9
Sign Control		Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other

Control Type: Roundabout

Intersection	
Intersection Delay, s/veh	9.0
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	2	2	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	1097	540	279
Demand Flow Rate, veh/h	1133	559	288
Vehicles Circulating, veh/h	99	931	456
Vehicles Exiting, veh/h	456	301	1034
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.6	13.6	6.0
Approach LOS	A	B	A

Lane	Left	Right	Left	Right	Left	Bypass
Designated Moves	L	LTR	L	LTR	T	R
Assumed Moves	L	LTR	L	TR	T	R
RT Channelized						Yield
Lane Util	0.530	0.470	0.483	0.517	1.000	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	189
Entry Flow, veh/h	600	533	270	289	99	867
Cap Entry Lane, veh/h	1232	1305	573	644	964	0.990
Entry HV Adj Factor	0.969	0.967	0.970	0.962	0.926	187
Flow Entry, veh/h	581	516	262	278	92	858
Cap Entry, veh/h	1194	1263	556	619	892	0.218
V/C Ratio	0.487	0.408	0.471	0.449	0.103	6.5
Control Delay, s/veh	8.3	6.8	14.5	12.7	5.0	A
LOS	A	A	B	B	A	1
95th %tile Queue, veh	3	2	3	2	0	



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	560	0	0	581	0	448
Future Volume (vph)	560	0	0	581	0	448
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	12	12
Grade (%)	5%			-5%	3%	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	1841	0	0	3592	0	1619
Flt Permitted						
Satd. Flow (perm)	1841	0	0	3592	0	1619
Link Speed (mph)	25			25	30	
Link Distance (ft)	322			301	733	
Travel Time (s)	8.8			8.2	16.7	
Confl. Peds. (#/hr)		5	5		5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	3%	1%	0%
Adj. Flow (vph)	609	0	0	632	0	487
Shared Lane Traffic (%)						
Lane Group Flow (vph)	609	0	0	632	0	487
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.97	0.97	1.02	1.02
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	23.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑↑		↱
Traffic Vol, veh/h	560	0	0	581	0	448
Future Vol, veh/h	560	0	0	581	0	448
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	0	0	3	1	0
Mvmt Flow	609	0	0	632	0	487

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	614
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	~ 471
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 469
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	81.8
HCM LOS			F

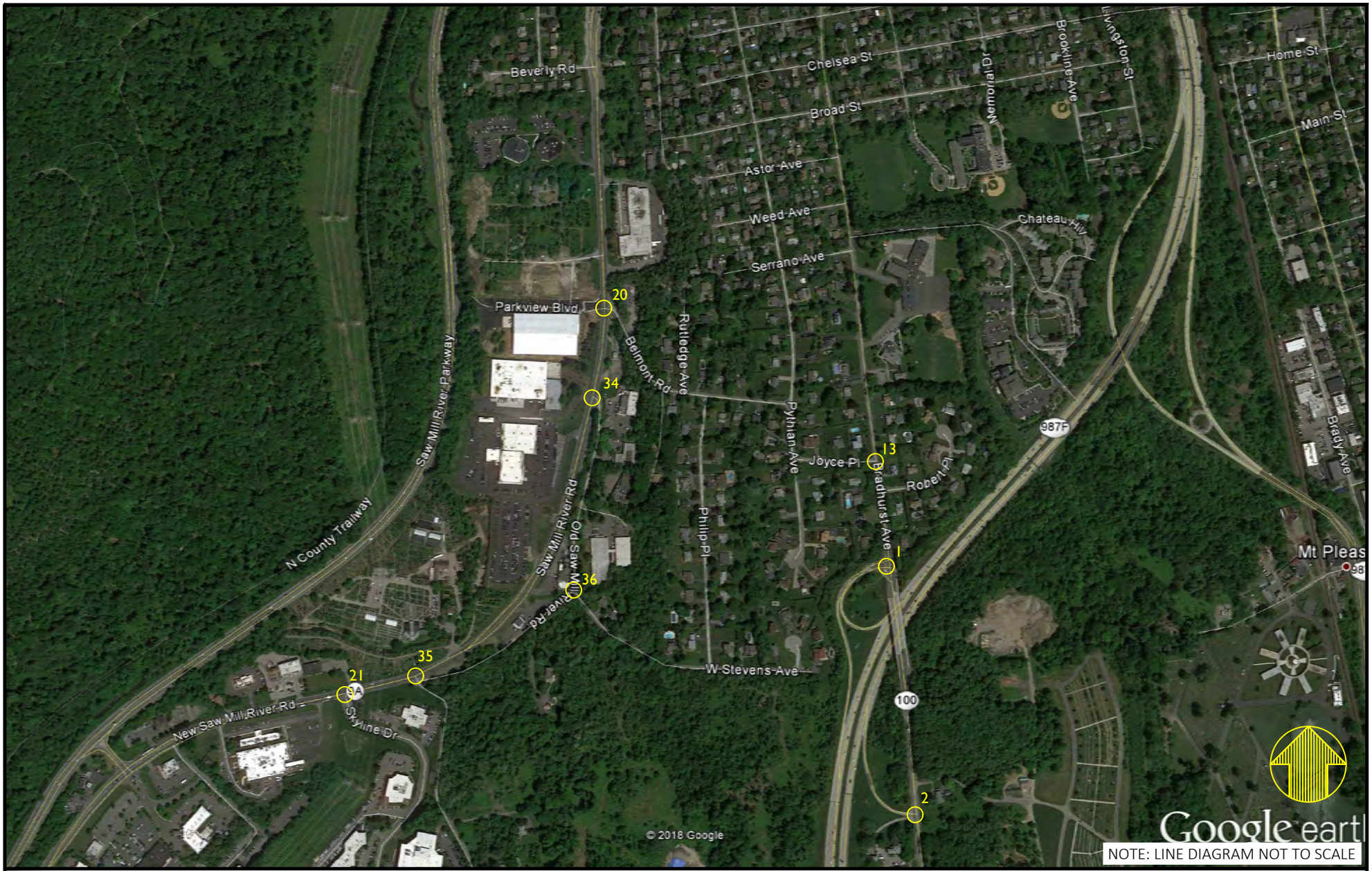
Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	469	-	-
HCM Lane V/C Ratio	1.038	-	-
HCM Control Delay (s)	81.8	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	14.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

NORTH 60

APPENDIX M

NEIGHBORHOOD TRAFFIC VOLUMES



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/000882I

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:

- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_NEIGHBORHOOD FIGURES.E

SHEET TITLE:
STUDY AREA INTERSECTIONS

SHEET NUMBER:
FIGURE NO. 1-E



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists
State of N.Y. Cert. of Authorization: 0008671/0008821

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B
DRAWING NAME: 190917_JFM_NEIGHBORHOOD FIGURES.F

SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 2-E



© 2018 Google

NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/000882I

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's **below.** **Call** before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER: 17003592B

DRAWING NAME: 190917_JFM_NEIGHBORHOOD FIGURES.F

SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 3-E

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 3-SAW_MILL_RIVER_RD_AT_OLD_SAW_MILL_RIVER_RD_650137_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	SAW MILL RIVER RD From North					OLD SAW MILL RIVER RD From East					SAW MILL RIVER RD From South					DRIVEWAY From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	163	1	0	164	0	0	0	0	0	0	60	0	0	60	0	0	0	0	0	224
06:45 AM	0	228	4	0	232	2	0	0	0	2	0	67	0	0	67	0	0	0	0	0	301
Total	0	391	5	0	396	2	0	0	0	2	0	127	0	0	127	0	0	0	0	0	525
07:00 AM	0	222	6	0	228	0	0	0	0	0	1	94	0	0	95	0	0	1	0	1	324
07:15 AM	0	234	3	0	237	0	0	0	0	0	0	120	0	0	120	0	0	0	0	0	357
07:30 AM	0	233	8	0	241	3	0	1	0	4	1	130	1	0	132	1	0	0	0	1	378
07:45 AM	0	301	8	0	309	1	0	0	0	1	1	167	0	0	168	0	0	0	0	0	478
Total	0	990	25	0	1015	4	0	1	0	5	3	511	1	0	515	1	0	1	0	2	1537
08:00 AM	0	283	3	0	286	1	0	1	0	2	1	140	0	0	141	0	0	0	0	0	429
08:15 AM	1	333	6	0	340	4	0	1	0	5	0	165	0	0	165	0	0	0	0	0	510
08:30 AM	0	268	10	0	278	2	0	0	0	2	0	141	0	0	141	0	0	0	0	0	421
08:45 AM	0	312	5	0	317	7	0	1	0	8	0	124	0	0	124	0	0	0	0	0	449
Total	1	1196	24	0	1221	14	0	3	0	17	1	570	0	0	571	0	0	0	0	0	1809
09:00 AM	1	258	6	0	265	4	0	0	0	4	0	160	1	0	161	0	0	0	0	0	430
09:15 AM	0	189	5	0	194	5	0	0	0	5	0	138	0	0	138	0	0	0	0	0	337
Grand Total	2	3024	65	0	3091	29	0	4	0	33	4	1506	2	0	1512	1	0	1	0	2	4638
Apprch %	0.1	97.8	2.1	0		87.9	0	12.1	0		0.3	99.6	0.1	0		50	0	50	0		
Total %	0	65.2	1.4	0	66.6	0.6	0	0.1	0	0.7	0.1	32.5	0	0	32.6	0	0	0	0	0	
Lights	2	2671	55	0	2728	27	0	3	0	30	4	1116	2	0	1122	1	0	1	0	2	3882
% Lights	100	88.3	84.6	0	88.3	93.1	0	75	0	90.9	100	74.1	100	0	74.2	100	0	100	0	100	83.7
Buses	0	38	5	0	43	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	72
% Buses	0	1.3	7.7	0	1.4	0	0	0	0	0	0	1.9	0	0	1.9	0	0	0	0	0	1.6
Trucks	0	315	5	0	320	2	0	1	0	3	0	361	0	0	361	0	0	0	0	0	684
% Trucks	0	10.4	7.7	0	10.4	6.9	0	25	0	9.1	0	24	0	0	23.9	0	0	0	0	0	14.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 3-SAW_MILL_RIVER_RD_AT_OLD_SAW_MILL_RIVER_RD_650137_05-01-2019
Site Code :
Start Date : 5/1/2019

	SAW MILL RIVER RD From North					OLD SAW MILL RIVER RD From East					SAW MILL RIVER RD From South					DRIVEWAY From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	283	3	0	286	1	0	**1**	0	2	**1**	140	0	0	141	0	0	0	0	0	429
08:15 AM	**1**	**333**	6	0	**340**	4	0	1	0	5	0	**165**	0	0	**165**	0	0	0	0	0	**510**
08:30 AM	0	268	**10**	0	278	2	0	0	0	2	0	141	0	0	141	0	0	0	0	0	421
08:45 AM	0	312	5	0	317	**7**	0	1	0	**8**	0	124	0	0	124	0	0	0	0	0	449
Total Volume	1	1196	24	0	1221	14	0	3	0	17	1	570	0	0	571	0	0	0	0	0	1809
% App. Total	0.1	98	2	0		82.4	0	17.6	0		0.2	99.8	0	0		0	0	0	0		
PHF	.250	.898	.600	.000	.898	.500	.000	.750	.000	.531	.250	.864	.000	.000	.865	.000	.000	.000	.000	.000	.887
Lights	1	1070	21	0	1092	13	0	2	0	15	1	423	0	0	424	0	0	0	0	0	1531
% Lights	100	89.5	87.5	0	89.4	92.9	0	66.7	0	88.2	100	74.2	0	0	74.3	0	0	0	0	0	84.6
Buses	0	18	0	0	18	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	28
% Buses	0	1.5	0	0	1.5	0	0	0	0	0	0	1.8	0	0	1.8	0	0	0	0	0	1.5
Trucks	0	108	3	0	111	1	0	1	0	2	0	137	0	0	137	0	0	0	0	0	250
% Trucks	0	9.0	12.5	0	9.1	7.1	0	33.3	0	11.8	0	24.0	0	0	24.0	0	0	0	0	0	13.8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 3-SAW_MILL_RIVER_RD_AT_OLD_SAW_MILL_RIVER_RD_650137_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	SAW MILL RIVER RD From North					OLD SAW MILL RIVER RD From East					SAW MILL RIVER RD From South					DRIVEWAY From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	1	147	5	0	153	4	0	2	0	6	1	153	0	0	154	1	0	0	0	1	314
02:15 PM	1	153	3	0	157	0	0	1	0	1	0	129	1	0	130	0	0	1	0	1	289
02:30 PM	0	140	10	0	150	4	0	2	0	6	1	167	1	0	169	4	1	0	0	5	330
02:45 PM	0	166	5	0	171	1	0	1	0	2	1	187	0	0	188	0	0	0	0	0	361
Total	2	606	23	0	631	9	0	6	0	15	3	636	2	0	641	5	1	1	0	7	1294
03:00 PM	0	131	3	0	134	4	0	1	0	5	1	174	0	0	175	0	0	0	0	0	314
03:15 PM	0	128	1	0	129	5	0	2	0	7	0	180	0	0	180	0	0	0	0	0	316
03:30 PM	0	138	1	0	139	1	0	1	0	2	0	190	0	0	190	0	0	0	0	0	331
03:45 PM	0	151	1	0	152	2	0	0	0	2	3	246	0	0	249	0	0	0	0	0	403
Total	0	548	6	0	554	12	0	4	0	16	4	790	0	0	794	0	0	0	0	0	1364
04:00 PM	0	139	3	0	142	3	0	1	0	4	0	228	0	0	228	0	0	0	0	0	374
04:15 PM	0	149	3	0	152	4	0	0	0	4	0	207	0	0	207	0	0	1	0	1	364
04:30 PM	1	146	1	0	148	12	0	2	0	14	0	255	0	0	255	1	0	0	0	1	418
04:45 PM	0	133	1	0	134	8	0	3	0	11	1	238	0	0	239	0	0	0	0	0	384
Total	1	567	8	0	576	27	0	6	0	33	1	928	0	0	929	1	0	1	0	2	1540
05:00 PM	0	128	1	0	129	9	0	2	0	11	0	351	0	0	351	0	0	0	0	0	491
05:15 PM	0	145	1	0	146	2	0	1	0	3	0	301	0	0	301	0	0	0	0	0	450
05:30 PM	0	117	4	0	121	5	0	0	0	5	1	303	0	0	304	0	0	0	0	0	430
05:45 PM	0	126	1	0	127	0	0	0	0	0	0	270	0	0	270	0	0	0	0	0	397
Total	0	516	7	0	523	16	0	3	0	19	1	1225	0	0	1226	0	0	0	0	0	1768
06:00 PM	0	126	3	0	129	2	0	0	0	2	1	218	0	0	219	0	0	0	0	0	350
06:15 PM	1	86	1	0	88	4	0	0	0	4	0	160	0	0	160	0	0	0	0	0	252
Grand Total	4	2449	48	0	2501	70	0	19	0	89	10	3957	2	0	3969	6	1	2	0	9	6568
Apprch %	0.2	97.9	1.9	0		78.7	0	21.3	0		0.3	99.7	0.1	0		66.7	11.1	22.2	0		
Total %	0.1	37.3	0.7	0	38.1	1.1	0	0.3	0	1.4	0.2	60.2	0	0	60.4	0.1	0	0	0	0.1	
Lights	4	2060	42	0	2106	67	0	15	0	82	9	3635	2	0	3646	6	1	2	0	9	5843
% Lights	100	84.1	87.5	0	84.2	95.7	0	78.9	0	92.1	90	91.9	100	0	91.9	100	100	100	0	100	89
Buses	0	29	4	0	33	1	0	0	0	1	1	42	0	0	43	0	0	0	0	0	77
% Buses	0	1.2	8.3	0	1.3	1.4	0	0	0	1.1	10	1.1	0	0	1.1	0	0	0	0	0	1.2
Trucks	0	360	2	0	362	2	0	4	0	6	0	280	0	0	280	0	0	0	0	0	648
% Trucks	0	14.7	4.2	0	14.5	2.9	0	21.1	0	6.7	0	7.1	0	0	7.1	0	0	0	0	0	9.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 3-SAW_MILL_RIVER_RD_AT_OLD_SAW_MILL_RIVER_RD_650137_05-01-2019
Site Code :
Start Date : 5/1/2019

	SAW MILL RIVER RD From North					OLD SAW MILL RIVER RD From East					SAW MILL RIVER RD From South					DRIVEWAY From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	128	1	0	129	**9**	0	**2**	0	**11**	0	**351**	0	0	**351**	0	0	0	0	0	**491**
05:15 PM	0	**145**	1	0	**146**	2	0	1	0	3	0	301	0	0	301	0	0	0	0	0	450
05:30 PM	0	117	**4**	0	121	5	0	0	0	5	**1**	303	0	0	304	0	0	0	0	0	430
05:45 PM	0	126	1	0	127	0	0	0	0	0	0	270	0	0	270	0	0	0	0	0	397
Total Volume	0	516	7	0	523	16	0	3	0	19	1	1225	0	0	1226	0	0	0	0	0	1768
% App. Total	0	98.7	1.3	0		84.2	0	15.8	0		0.1	99.9	0	0		0	0	0	0		
PHF	.000	.890	.438	.000	.896	.444	.000	.375	.000	.432	.250	.873	.000	.000	.873	.000	.000	.000	.000	.000	.900
Lights	0	441	7	0	448	16	0	2	0	18	1	1172	0	0	1173	0	0	0	0	0	1639
% Lights	0	85.5	100	0	85.7	100	0	66.7	0	94.7	100	95.7	0	0	95.7	0	0	0	0	0	92.7
Buses	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	14
% Buses	0	1.0	0	0	1.0	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0.8
Trucks	0	70	0	0	70	0	0	1	0	1	0	44	0	0	44	0	0	0	0	0	115
% Trucks	0	13.6	0	0	13.4	0	0	33.3	0	5.3	0	3.6	0	0	3.6	0	0	0	0	0	6.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 1-SAW_MILL_RIVER_RD_AT_OLD_SAW_MILL_RIVER_RD_DRIVEWAY_650134_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North						SAW MILL RIVER RD From East						OLD SAW MILL RIVER RD From Southeast						DRIVEWAY From South						SAW MILL RIVER RD From West						
Start Time	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	0	159	0	0	0	159	0	0	0	1	0	1	0	1	0	0	0	1	0	0	65	0	0	65	226
06:45 AM	0	0	0	0	0	0	0	220	1	0	0	221	0	0	0	0	0	0	0	2	0	0	0	2	0	1	80	0	0	81	304
Total	0	0	0	0	0	0	0	379	1	0	0	380	0	0	0	1	0	1	0	3	0	0	0	3	0	1	145	0	0	146	530
07:00 AM	0	0	0	0	0	0	0	220	0	0	0	220	0	0	2	0	0	2	0	1	0	1	0	2	0	1	106	0	0	107	331
07:15 AM	0	0	0	0	0	0	0	227	1	0	0	228	0	0	3	0	0	3	0	1	0	0	0	1	2	1	124	0	0	127	359
07:30 AM	0	0	0	0	0	0	0	236	0	0	0	236	0	0	2	0	0	2	1	1	0	4	0	6	2	0	138	0	0	140	384
07:45 AM	0	0	0	0	0	0	0	303	0	0	0	303	0	0	1	1	0	2	0	3	0	2	0	5	0	1	162	0	0	163	473
Total	0	0	0	0	0	0	0	986	1	0	0	987	0	0	8	1	0	9	1	6	0	7	0	14	4	3	530	0	0	537	1547
08:00 AM	0	0	0	0	0	0	0	293	0	0	0	293	0	0	0	0	0	0	0	0	0	0	0	0	2	2	139	0	0	143	436
08:15 AM	0	0	0	0	0	0	0	329	0	0	0	329	0	0	1	0	0	1	0	1	0	0	0	1	0	3	163	0	0	166	497
08:30 AM	0	0	0	0	0	0	0	260	0	0	0	260	0	0	0	0	0	0	0	0	0	0	0	0	0	1	137	0	0	138	398
08:45 AM	0	0	0	0	0	0	0	313	0	0	0	313	0	0	0	0	0	0	0	0	0	0	0	0	0	1	125	0	0	126	439
Total	0	0	0	0	0	0	0	1195	0	0	0	1195	0	0	1	0	0	1	0	1	0	0	0	1	2	7	564	0	0	573	1770
09:00 AM	0	0	0	0	0	0	0	249	0	0	0	249	0	0	2	0	0	2	0	0	0	0	2	2	0	4	178	0	0	182	435
09:15 AM	0	0	0	0	0	0	0	186	0	0	0	186	0	0	0	0	0	0	0	0	0	0	0	0	0	2	144	0	0	146	332
Grand Total	0	0	0	0	0	0	0	2995	2	0	0	2997	0	0	11	2	0	13	1	10	0	7	2	20	6	17	1561	0	0	1584	4614
Apprch %	0	0	0	0	0		0	99.9	0.1	0	0		0	0	84.6	15.4	0		5	50	0	35	10		0.4	1.1	98.5	0	0		
Total %	0	0	0	0	0	0	0	64.9	0	0	0	65	0	0	0.2	0	0	0.3	0	0.2	0	0.2	0	0.4	0.1	0.4	33.8	0	0	34.3	
Lights	0	0	0	0	0	0	0	2646	2	0	0	2648	0	0	11	2	0	13	1	10	0	6	0	17	6	17	1169	0	0	1192	3870
% Lights	0	0	0	0	0	0	0	88.3	100	0	0	88.4	0	0	100	100	0	100	100	100	0	85.7	0	85	100	100	74.9	0	0	75.3	83.9
Buses	0	0	0	0	0	0	0	37	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	26	63
% Buses	0	0	0	0	0	0	0	1.2	0	0	0	1.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.7	0	0	1.6	1.4
Trucks	0	0	0	0	0	0	0	312	0	0	0	312	0	0	0	0	0	0	0	0	0	1	0	1	0	0	366	0	0	366	679
% Trucks	0	0	0	0	0	0	0	10.4	0	0	0	10.4	0	0	0	0	0	0	0	0	0	14.3	0	5	0	0	23.4	0	0	23.1	14.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	10	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 1-SAW_MILL_RIVER_RD_AT_OLD_SAW_MILL_RIVER_RD_DRIVEWAY_650134_05-01-2019
Site Code :
Start Date : 5/1/2019

	From North						SAW MILL RIVER RD From East						OLD SAW MILL RIVER RD From Southeast						DRIVEWAY From South						SAW MILL RIVER RD From West						
Start Time	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 08:00 AM																															
08:00 AM	0	0	0	0	0	0	0	293	0	0	0	293	0	0	0	0	0	0	0	0	0	0	0	0	**2**	2	139	0	0	143	436
08:15 AM	0	0	0	0	0	0	0	**329**	0	0	0	**329**	0	0	**1**	0	0	**1**	0	**1**	0	0	0	**1**	0	**3**	**163**	0	0	**166**	**497**
08:30 AM	0	0	0	0	0	0	0	260	0	0	0	260	0	0	0	0	0	0	0	0	0	0	0	0	0	1	137	0	0	138	398
08:45 AM	0	0	0	0	0	0	0	313	0	0	0	313	0	0	0	0	0	0	0	0	0	0	0	0	0	1	125	0	0	126	439
Total Volume	0	0	0	0	0	0	0	1195	0	0	0	1195	0	0	1	0	0	1	0	1	0	0	0	1	2	7	564	0	0	573	1770
% App. Total	0	0	0	0	0		0	100	0	0	0		0	0	100	0	0		0	100	0	0	0		0.3	1.2	98.4	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.908	.000	.000	.000	.908	.000	.000	.250	.000	.000	.250	.000	.250	.000	.000	.000	.250	.250	.583	.865	.000	.000	.863	.890
Lights	0	0	0	0	0	0	0	1066	0	0	0	1066	0	0	1	0	0	1	0	1	0	0	0	1	2	7	419	0	0	428	1496
% Lights	0	0	0	0	0	0	0	89.2	0	0	0	89.2	0	0	100	0	0	100	0	100	0	0	0	100	100	100	74.3	0	0	74.7	84.5
Buses	0	0	0	0	0	0	0	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	26
% Buses	0	0	0	0	0	0	0	1.5	0	0	0	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.4	0	0	1.4	1.5
Trucks	0	0	0	0	0	0	0	111	0	0	0	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137	0	0	137	248
% Trucks	0	0	0	0	0	0	0	9.3	0	0	0	9.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	0	0	23.9	14.0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 1-SAW_MILL_RIVER_RD_AT_OLD_SAW_MILL_RIVER_RD_DRIVEWAY_650134_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North						SAW MILL RIVER RD From East						OLD SAW MILL RIVER RD From Southeast						DRIVEWAY From South						SAW MILL RIVER RD From West						
Start Time	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	150	0	0	0	150	0	0	2	0	0	2	0	0	0	1	0	1	0	3	160	0	0	163	316
02:15 PM	0	0	0	0	0	0	0	142	1	0	0	143	0	0	1	0	0	1	0	1	0	0	0	1	0	2	140	0	0	142	287
02:30 PM	0	0	0	0	0	0	0	143	0	0	0	143	0	0	1	0	0	1	0	0	0	0	0	0	0	5	168	0	0	173	317
02:45 PM	0	0	0	0	0	0	0	174	1	0	0	175	0	0	1	0	0	1	0	0	0	0	0	0	0	4	183	0	0	187	363
Total	0	0	0	0	0	0	0	609	2	0	0	611	0	0	5	0	0	5	0	1	0	1	0	2	0	14	651	0	0	665	1283
03:00 PM	0	0	0	0	0	0	0	139	0	1	0	140	0	0	4	0	0	4	0	0	0	0	0	0	0	3	171	0	0	174	318
03:15 PM	0	0	0	0	0	0	0	135	0	0	0	135	0	0	3	0	0	3	0	0	0	0	0	0	0	2	190	0	0	192	330
03:30 PM	0	0	0	0	0	0	0	136	0	0	0	136	0	0	2	0	0	2	0	0	0	1	0	1	1	3	203	0	0	207	346
03:45 PM	0	0	0	0	0	0	0	155	0	0	0	155	0	0	0	0	0	0	0	0	0	3	1	4	1	1	240	0	0	242	401
Total	0	0	0	0	0	0	0	565	0	1	0	566	0	0	9	0	0	9	0	0	0	4	1	5	2	9	804	0	0	815	1395
04:00 PM	0	0	0	0	0	0	0	151	3	2	0	156	0	0	2	1	0	3	0	2	0	2	0	4	1	4	235	0	0	240	403
04:15 PM	0	0	0	0	0	0	0	142	0	0	0	142	0	0	2	0	0	2	0	0	0	0	0	0	0	3	210	0	0	213	357
04:30 PM	0	0	0	0	0	0	0	147	0	0	0	147	0	0	2	0	0	2	0	1	0	1	0	2	1	1	260	0	0	262	413
04:45 PM	0	0	0	0	0	0	0	141	0	0	0	141	0	0	1	0	0	1	0	0	0	0	0	0	1	2	261	0	0	264	406
Total	0	0	0	0	0	0	0	581	3	2	0	586	0	0	7	1	0	8	0	3	0	3	0	6	3	10	966	0	0	979	1579
05:00 PM	0	0	0	0	0	0	0	142	0	1	0	143	0	0	1	0	0	1	0	2	0	0	0	2	5	5	337	0	0	347	493
05:15 PM	0	0	0	0	0	0	0	148	1	1	0	150	0	0	0	0	0	0	0	0	0	3	0	3	1	2	302	0	0	305	458
05:30 PM	0	0	0	0	0	0	0	126	0	0	0	126	1	0	0	1	0	2	0	0	0	2	0	2	2	2	306	0	0	310	440
05:45 PM	0	0	0	0	0	0	0	130	0	1	0	131	0	0	2	0	0	2	0	0	0	0	0	0	3	2	255	0	0	260	393
Total	0	0	0	0	0	0	0	546	1	3	0	550	1	0	3	1	0	5	0	2	0	5	0	7	11	11	1200	0	0	1222	1784
06:00 PM	0	0	0	0	0	0	0	138	0	0	0	138	0	0	1	0	0	1	1	0	0	1	0	2	1	1	216	0	0	218	359
06:15 PM	0	0	0	0	0	0	0	85	0	0	0	85	0	0	0	0	0	0	0	0	0	0	0	0	1	2	163	0	1	167	252
Grand Total	0	0	0	0	0	0	0	2524	6	6	0	2536	1	0	25	2	0	28	1	6	0	14	1	22	18	47	4000	0	1	4066	6652
Apprch %	0	0	0	0	0		0	99.5	0.2	0.2	0		3.6	0	89.3	7.1	0		4.5	27.3	0	63.6	4.5		0.4	1.2	98.4	0	0		
Total %	0	0	0	0	0	0	0	37.9	0.1	0.1	0	38.1	0	0	0.4	0	0	0.4	0	0.1	0	0.2	0	0.3	0.3	0.7	60.1	0	0	61.1	
Lights	0	0	0	0	0	0	0	2151	5	5	0	2161	1	0	25	2	0	28	1	6	0	14	0	21	17	43	3666	0	0	3726	5936
% Lights	0	0	0	0	0	0	0	85.2	83.3	83.3	0	85.2	100	0	100	100	0	100	100	100	0	100	0	95.5	94.4	91.5	91.7	0	0	91.6	89.2
Buses	0	0	0	0	0	0	0	28	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	0	0	46	74
% Buses	0	0	0	0	0	0	0	1.1	0	0	0	1.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	0	0	1.1	1.1
Trucks	0	0	0	0	0	0	0	345	1	1	0	347	0	0	0	0	0	0	0	0	0	0	0	0	1	4	288	0	0	293	640
% Trucks	0	0	0	0	0	0	0	13.7	16.7	16.7	0	13.7	0	0	0	0	0	0	0	0	0	0	0	0	5.6	8.5	7.2	0	0	7.2	9.6
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	4.5	0	0	0	0	100	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 1-SAW_MILL_RIVER_RD_AT_OLD_SAW_MILL_RIVER_RD_DRIVEWAY_650134_05-01-2019
Site Code :
Start Date : 5/1/2019

	From North						SAW MILL RIVER RD From East						OLD SAW MILL RIVER RD From Southeast						DRIVEWAY From South						SAW MILL RIVER RD From West						
Start Time	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 05:00 PM																															
05:00 PM	0	0	0	0	0	0	0	142	0	**1**	0	143	0	0	1	0	0	1	0	**2**	0	0	0	2	**5**	**5**	**337**	0	0	**347**	**493**
05:15 PM	0	0	0	0	0	0	0	**148**	**1**	1	0	**150**	0	0	0	0	0	0	0	0	0	**3**	0	**3**	1	2	302	0	0	305	458
05:30 PM	0	0	0	0	0	0	0	126	0	0	0	126	**1**	0	0	**1**	0	**2**	0	0	0	2	0	2	2	2	306	0	0	310	440
05:45 PM	0	0	0	0	0	0	0	130	0	1	0	131	0	0	**2**	0	0	2	0	0	0	0	0	0	3	2	255	0	0	260	393
Total Volume	0	0	0	0	0	0	0	546	1	3	0	550	1	0	3	1	0	5	0	2	0	5	0	7	11	11	1200	0	0	1222	1784
% App. Total	0	0	0	0	0		0	99.3	0.2	0.5	0		20	0	60	20	0		0	28.6	0	71.4	0		0.9	0.9	98.2	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.922	.250	.750	.000	.917	.250	.000	.375	.250	.000	.625	.000	.250	.000	.417	.000	.583	.550	.550	.890	.000	.000	.880	.905
Lights	0	0	0	0	0	0	0	476	1	3	0	480	1	0	3	1	0	5	0	2	0	5	0	7	10	11	1146	0	0	1167	1659
% Lights	0	0	0	0	0	0	0	87.2	100	100	0	87.3	100	0	100	100	0	100	0	100	0	100	0	100	90.9	100	95.5	0	0	95.5	93.0
Buses	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	13
% Buses	0	0	0	0	0	0	0	0.5	0	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	0	0	0.8	0.7
Trucks	0	0	0	0	0	0	0	67	0	0	0	67	0	0	0	0	0	0	0	0	0	0	0	0	1	0	44	0	0	45	112
% Trucks	0	0	0	0	0	0	0	12.3	0	0	0	12.2	0	0	0	0	0	0	0	0	0	0	0	0	9.1	0	3.7	0	0	3.7	6.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 2-OLD_SAW_MILL_RIVER_RD_AT_W_STEVENS_AVE_650135_05-01-2019
Site Code :
Start Date : 5/1/2019

Groups Printed- Lights - Buses - Trucks - Pedestrians

	OLD SAW MILL RIVER RD From North					W STEVENS AVE From East					OLD SAW MILL RIVER RD From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
06:45 AM	0	1	2	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
Total	0	1	2	0	3	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	8
07:00 AM	0	1	0	0	1	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	4
07:15 AM	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	1	2	0	3	3	0	1	0	4	2	0	0	0	2	0	0	0	0	0	9
07:45 AM	0	0	2	0	2	3	0	2	0	5	0	0	0	0	0	0	0	0	0	0	7
Total	0	3	5	0	8	8	0	4	0	12	3	0	0	0	3	0	0	0	0	0	23
08:00 AM	0	1	1	0	2	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	5
08:15 AM	0	1	1	0	2	0	0	1	0	1	1	5	0	0	6	0	0	0	0	0	9
08:30 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
08:45 AM	0	0	1	0	1	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	7
Total	0	2	3	0	5	5	0	1	0	6	2	10	0	0	12	0	0	0	0	0	23
09:00 AM	0	2	1	0	3	4	0	1	0	5	1	4	0	0	5	0	0	0	0	0	13
09:15 AM	0	1	0	0	1	5	0	0	0	5	2	0	0	0	2	0	0	0	0	0	8
Grand Total	0	9	11	0	20	22	0	7	0	29	9	17	0	0	26	0	0	0	0	0	75
Apprch %	0	45	55	0		75.9	0	24.1	0		34.6	65.4	0	0		0	0	0	0		
Total %	0	12	14.7	0	26.7	29.3	0	9.3	0	38.7	12	22.7	0	0	34.7	0	0	0	0	0	
Lights	0	8	3	0	11	20	0	7	0	27	9	17	0	0	26	0	0	0	0	0	64
% Lights	0	88.9	27.3	0	55	90.9	0	100	0	93.1	100	100	0	0	100	0	0	0	0	0	85.3
Buses	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
% Buses	0	0	54.5	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Trucks	0	1	2	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
% Trucks	0	11.1	18.2	0	15	9.1	0	0	0	6.9	0	0	0	0	0	0	0	0	0	0	6.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 2-OLD_SAW_MILL_RIVER_RD_AT_W_STEVENS_AVE_650135_05-01-2019
Site Code :
Start Date : 5/1/2019

	OLD SAW MILL RIVER RD From North					W STEVENS AVE From East					OLD SAW MILL RIVER RD From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	**1**	**1**	0	**2**	**2**	0	0	0	**2**	0	1	0	0	1	0	0	0	0	0	5
08:15 AM	0	1	1	0	2	0	0	**1**	0	1	**1**	**5**	0	0	**6**	0	0	0	0	0	**9**
08:30 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
08:45 AM	0	0	1	0	1	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	7
Total Volume	0	2	3	0	5	5	0	1	0	6	2	10	0	0	12	0	0	0	0	0	23
% App. Total	0	40	60	0		83.3	0	16.7	0		16.7	83.3	0	0		0	0	0	0		
PHF	.000	.500	.750	.000	.625	.625	.000	.250	.000	.750	.500	.500	.000	.000	.500	.000	.000	.000	.000	.000	.639
Lights	0	2	1	0	3	5	0	1	0	6	2	10	0	0	12	0	0	0	0	0	21
% Lights	0	100	33.3	0	60.0	100	0	100	0	100	100	100	0	0	100	0	0	0	0	0	91.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Trucks	0	0	66.7	0	40.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 2-OLD_SAW_MILL_RIVER_RD_AT_W_STEVENS_AVE_650135_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	OLD SAW MILL RIVER RD From North					W STEVENS AVE From East					OLD SAW MILL RIVER RD From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	2	3	0	5	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	9
02:15 PM	0	0	1	0	1	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	4
02:30 PM	0	1	6	0	7	1	0	0	0	1	3	1	0	0	4	0	0	0	0	0	12
02:45 PM	0	0	3	0	3	0	0	1	0	1	4	3	0	0	7	0	0	0	0	0	11
Total	0	3	13	0	16	1	0	3	0	4	10	6	0	0	16	0	0	0	0	0	36
03:00 PM	0	3	6	0	9	2	0	0	0	2	2	3	0	0	5	0	0	0	0	0	16
03:15 PM	0	1	0	0	1	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	4
03:30 PM	0	1	1	0	2	2	0	3	0	5	3	0	0	0	3	0	0	0	0	0	10
03:45 PM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	5	9	0	14	4	0	4	0	8	6	5	0	0	11	0	0	0	0	0	33
04:00 PM	0	1	1	0	2	0	0	2	0	2	2	3	0	0	5	0	0	0	0	0	9
04:15 PM	0	2	0	0	2	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	8
04:30 PM	0	1	2	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
04:45 PM	0	1	2	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	5	5	0	10	1	0	2	0	3	3	11	0	0	14	0	0	0	0	0	27
05:00 PM	0	0	4	0	4	1	0	0	0	1	6	2	0	0	8	0	0	0	0	0	13
05:15 PM	0	0	1	0	1	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	4
05:30 PM	0	2	3	0	5	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	9
05:45 PM	0	2	2	0	4	0	0	2	0	2	3	0	0	0	3	0	0	0	0	0	9
Total	0	4	10	0	14	2	0	3	0	5	13	3	0	0	16	0	0	0	0	0	35
06:00 PM	0	3	2	0	5	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	7
06:15 PM	0	0	1	0	1	1	0	1	0	2	3	0	0	0	3	0	0	0	0	0	6
Grand Total	0	20	40	0	60	9	0	13	0	22	36	26	0	0	62	0	0	0	0	0	144
Apprch %	0	33.3	66.7	0		40.9	0	59.1	0		58.1	41.9	0	0		0	0	0	0		
Total %	0	13.9	27.8	0	41.7	6.2	0	9	0	15.3	25	18.1	0	0	43.1	0	0	0	0	0	
Lights	0	19	33	0	52	9	0	13	0	22	36	21	0	0	57	0	0	0	0	0	131
% Lights	0	95	82.5	0	86.7	100	0	100	0	100	100	80.8	0	0	91.9	0	0	0	0	0	91
Buses	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
% Buses	0	0	15	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.2
Trucks	0	1	1	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
% Trucks	0	5	2.5	0	3.3	0	0	0	0	0	0	19.2	0	0	8.1	0	0	0	0	0	4.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 2-OLD_SAW_MILL_RIVER_RD_AT_W_STEVENS_AVE_650135_05-01-2019
Site Code :
Start Date : 5/1/2019

	OLD SAW MILL RIVER RD From North					W STEVENS AVE From East					OLD SAW MILL RIVER RD From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	**4**	0	4	**1**	0	0	0	1	**6**	**2**	0	0	**8**	0	0	0	0	0	**13**
05:15 PM	0	0	1	0	1	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	4
05:30 PM	0	**2**	3	0	**5**	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	9
05:45 PM	0	2	2	0	4	0	0	**2**	0	**2**	3	0	0	0	3	0	0	0	0	0	9
Total Volume	0	4	10	0	14	2	0	3	0	5	13	3	0	0	16	0	0	0	0	0	35
% App. Total	0	28.6	71.4	0		40	0	60	0		81.2	18.8	0	0		0	0	0	0		
PHF	.000	.500	.625	.000	.700	.500	.000	.375	.000	.625	.542	.375	.000	.000	.500	.000	.000	.000	.000	.000	.673
Lights	0	3	10	0	13	2	0	3	0	5	13	3	0	0	16	0	0	0	0	0	34
% Lights	0	75.0	100	0	92.9	100	0	100	0	100	100	100	0	0	100	0	0	0	0	0	97.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	25.0	0	0	7.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NORTH 60

APPENDIX N

ROADWAY IMPROVEMENTS



MASER CONSULTING P.A.
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Office Locations:
- NEW JERSEY
- NEW YORK
- PENNSYLVANIA
- VIRGINIA
- FLORIDA
- NORTH CAROLINA
- NEW MEXICO
- MARYLAND
- GEORGIA
- TEXAS
- TENNESSEE
- COLORADO

State of N.Y. C.O.A: 0008671 / 0008821

Copyright © 2020. Maser Consulting. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

811 Know what's below. Call before you dig.

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

REV	DATE	DRAWN BY	DESCRIPTION

CONCEPT PLAN
PHASE 1

FOR

THE NORTH 60

HOSPITAL ROAD &
NYS ROUTE 9A

TOWN OF MT. PLEASANT
WESTCHESTER COUNTY
NEW YORK

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	11/14/19	J.F.M.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	R-CNPT-PHA1

SHEET TITLE:
CONCEPT PLAN
PHASE 1

SHEET NUMBER:
1 of 2

2017\17003592B\Transportation\Phase1&-2\NPT-PHA1.dwg(R-CNPT-PHA 1) By:JMUCIN

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.



2571\170031592B\Transportation\Phase 2\CNPT-PHA2.dwg(A-CNPT-PHA2) By: JMUCCIN

MASER CONSULTING P.A.
Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com
Office Locations:
- NEW JERSEY
- NEW YORK
- PENNSYLVANIA
- VIRGINIA
- FLORIDA
- NORTH CAROLINA
- NEW MEXICO
- MARYLAND
- GEORGIA
- TEXAS
- TENNESSEE
- COLORADO

State of N.Y. C.O.A: 0008671 / 0008821

Copyright © 2019. Maser Consulting. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

811 Know what below. Call before you dig.

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

REV	DATE	DRAWN BY	DESCRIPTION

CONCEPT PLAN
PHASE 2

FOR

THE NORTH 60

HOSPITAL ROAD &
NYS ROUTE 9A

TOWN OF MT. PLEASANT
WESTCHESTER COUNTY
NEW YORK

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	11/14/19	J.F.M.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
170035928	R-CNPT-PHA2

SHEET TITLE:
CONCEPT PLAN
PHASE 2

SHEET NUMBER:
2 of 2

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

NORTH 60

APPENDIX O

ALTERNATE DEVELOPMENT

TABLE NO. 1-ALT

HOURLY TRIP GENERATION RATES &
ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

BY-RIGHT ZONING

NORTH 60	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
MEDICAL OFFICE (1) (292,000 S.F.)						
WEEKDAY PEAK AM HOUR	1.60	**467**	0.28	**82**	1.88	**549**
WEEKDAY PEAK PM HOUR	0.20	**58**	1.42	**415**	1.62	**473**
RESIDENTIAL (2) (52 SINGLE FAMILY HOMES)						
WEEKDAY PEAK AM HOUR	0.185	**10**	0.555	**29**	0.74	**39**
WEEKDAY PEAK PM HOUR	0.62	**32**	0.37	**19**	0.99	**51**
TOTAL TRIPS						
WEEKDAY PEAK AM HOUR	------	**477**	------	**111**	------	**588**
WEEKDAY PEAK PM HOUR	------	**90**	------	**434**	------	**524**

HOURLY TRIP GENERATION RATES (HTGR)
(1) BASED ON HTGR AT 19 BRADHURST AVENUE (225,000 S.F. MEDICAL OFFICE BUILDING)
(2) BASED ON ITE LAND USE 210 - SINGLE FAMILY HOMES

TABLE NO. 2-ALT

PHASE 1

HOURLY TRIP GENERATION RATES &
ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

POTENTIAL RESIDENTIAL

NORTH 60	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
MULTI-FAMILY RESIDENTIAL (1) (210 UNITS)						
WEEKDAY PEAK AM HOUR	0.11	**23**	0.35	**74**	0.46	**97**
WEEKDAY PEAK PM HOUR	0.35	**74**	0.21	**44**	0.56	**118**

NORTH 60	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
MEDICAL OFFICE (2) (- 25,000 S.F.)						
WEEKDAY PEAK AM HOUR	1.60	**-40**	0.28	**-7**	1.88	**-47**
WEEKDAY PEAK PM HOUR	0.20	**-5**	1.42	**-35**	1.62	**-40**
BIO-TECH (3) (- 166,000 S.F.)						
WEEKDAY PEAK AM HOUR	0.315	**-53**	0.105	**-17**	0.42	**-70**
WEEKDAY PEAK PM HOUR	0.07	**-11**	0.42	**-70**	0.49	**-81**
TOTAL TRIPS						
WEEKDAY PEAK AM HOUR	------	**-93**	------	**-24**	------	**-117**
WEEKDAY PEAK PM HOUR	------	**-16**	------	**-105**	------	**-121**

TOTAL "NEW" RESIDENTIAL TRIPS						
WEEKDAY PEAK AM HOUR	------	**-70**	------	**50**	------	**-20**
WEEKDAY PEAK PM HOUR	------	**58**	------	**-61**	------	**-3**

HOURLY TRIP GENERATION RATES (HTGR)
(1) BASED ON ITE LAND USE 220 - MULTI-FAMILY
(2) BASED ON HTGR AT 19 BRADHURST AVENUE (225,000 S.F. MEDICAL OFFICE BUILDING)
(3) BASED ON ITE LAND USE 760 - RESEARCH AND DEVELOPMENT CENTER

TABLE NO. 3-ALT

PHASE 2

HOURLY TRIP GENERATION RATES &
ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

POTENTIAL RESIDENTIAL

NORTH 60	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
MULTI-FAMILY RESIDENTIAL (1) (660 UNITS)						
WEEKDAY PEAK AM HOUR	0.11	**73**	0.35	**231**	0.46	**304**
WEEKDAY PEAK PM HOUR	0.35	**231**	0.21	**139**	0.56	**370**

NORTH 60	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
BIO-TECH (3) (- 660,000 S.F.)						
WEEKDAY PEAK AM HOUR	0.315	**-208**	0.105	**-69**	0.42	**-277**
WEEKDAY PEAK PM HOUR	0.07	**-46**	0.42	**-277**	0.49	**-323**

TOTAL "NEW" RESIDENTIAL TRIPS						
WEEKDAY PEAK AM HOUR	------	**-135**	------	**162**	------	**27**
WEEKDAY PEAK PM HOUR	------	**185**	------	**-138**	------	**47**

HOURLY TRIP GENERATION RATES (HTGR)
(1) BASED ON ITE LAND USE 220 - MULTI-FAMILY
(3) BASED ON ITE LAND USE 760 - RESEARCH AND DEVELOPMENT CENTER

NORTH 60

APPENDIX P

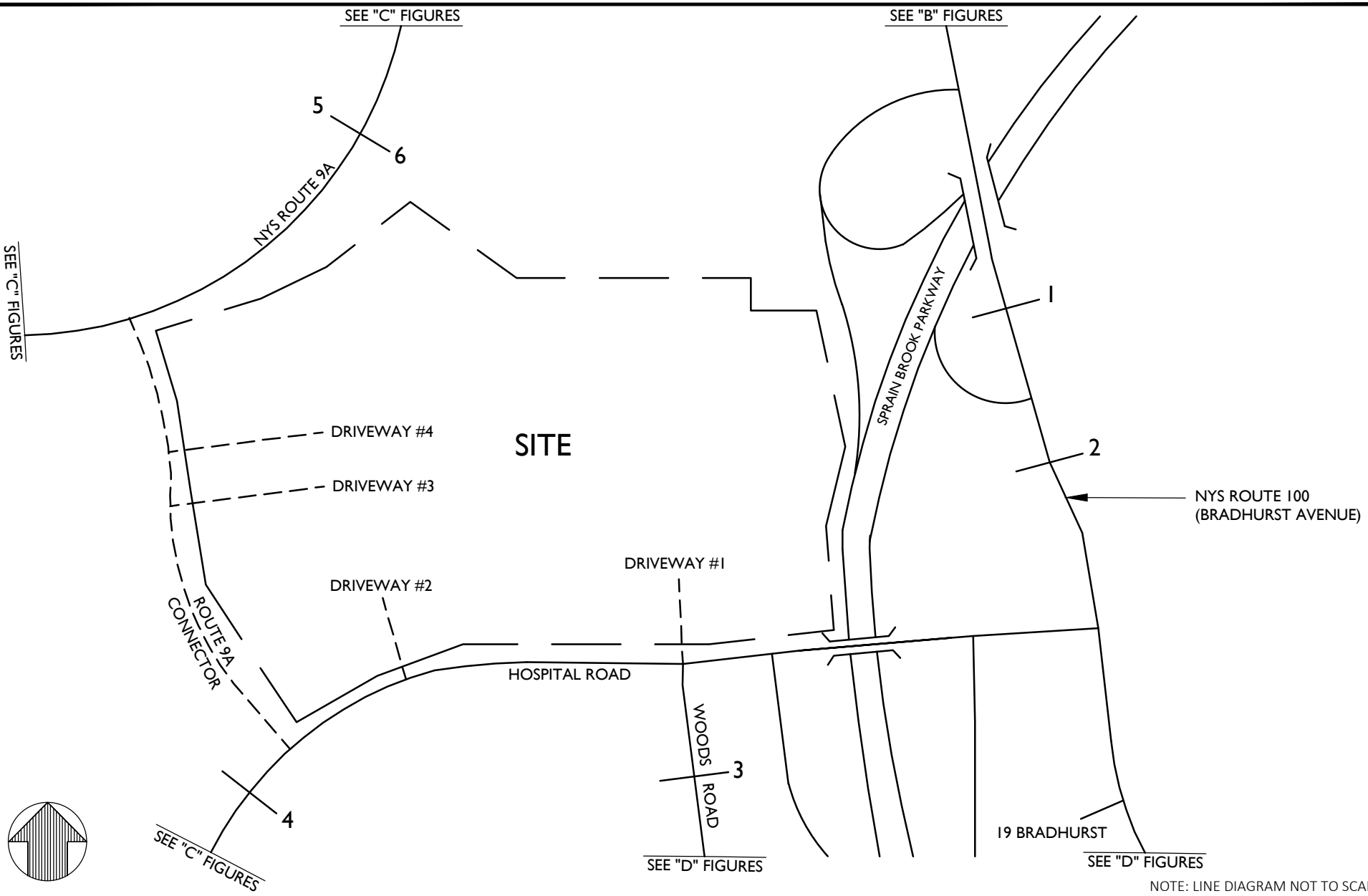
TRAFFIC COUNT DATA

Station	FC	County Order	End Mile Point	Section Length	Road Name	Beginning Description	End Description	2017 Estimate AADT	% Trucks	<<< YEAR	AADT	Previous Counts YEAR	AADT	>>> YEAR	AADT	YEAR	AADT
01_0016	12	02	0233	0129	HENRY HUDSON PK	RIVERDALE AVE OVER	END 9A/907V OLAP & RT 9 OVER	82001	2.4	2011	79733	2007	65348	2004	77916	2001	75911
01_0055	14	02	0245	0012	HENRY HUDSON PK	END 9A/907V OLAP & RT 9 OVER	START 9/9A OLAP	75791	7.5								
01_0012	14	02	0325	0080	BROADWAY	START 9/9A OLAP	Bronx/West Co Line	11725	7.5	2017	11543	2014	11626	2013	13778	2012	13086
Route NY9A				**County 119**	**Westchester**		**Region 08**										
87_0048	14	03	0065	0065	SOUTH BROADWAY	Bronx/West Co Line	MC CLEAN AVE	13707	5.6	2017	13707	2009	13471	2005	13308		
87_0142	14	03	0205	0140	SOUTH BROADWAY	MC CLEAN AVE	END 9/9A OLAP	9378	7.1	2017	9378	2011	7437	2005	18818		
87_0617	16	03	0397	0192	SAW MILL RIVER	END 9/9A OLAP	OLD NEPPERHAN AVE - RT 983B	4913	3.7	2011	5190	2006	13003	2003	13772		
87_0618	14	03	0411	0014	SAW MILL RIVER	OLD NEPPERHAN AVE - RT 983B	ACC SAWMILL RIVER PKWY JCT R	27776	4.6	2015	28094	2009	23805	2006	22572	2000	21131
87_0619	16	03	0587	0176	SAW MILL RIVER	ACC SAWMILL RIVER PKWY JCT R	YONKERS CL / HASTINGS ON HUD	8615	5.7	2014	8851	2008	10888	2005	10129	2002	9493
87_0620	16	03	0804	0217	SAW MILL RIVER	YONKERS CL / HASTINGS ON HUD	ACC RT 87I ARDSLEY	8005	3.7	2014	8224	2011	6735	2008	7234	2005	8338
87_0621	16	03	0946	0142	SAW MILL RIVER	ACC RT 87I ARDSLEY	RT 100B WOODLANDS	11697	5.4	2012	12241	2009	11767	2006	13133	2003	13410
87_0622	16	03	1194	0248	SAW MILL RIVER	RT 100B WOODLANDS	RT 119 ELMSFORD	5726	11	2016	5777	2010	5603	2007	6832	2004	7620
87_0014	16	03	1221	0027	SAW MILL RIVER	RT 119 ELMSFORD	I-87 EB OVER	14625	3.7	2006	16211	2003	24927	2000	17075		
87_0623	16	03	1327	0106	SAW MILL RIVER	I-87 EB OVER	ACC RT 100C	22420	10.5	2016	22621	2006	20218	2002	21086		
87_0125	16	03	1473	0146	NEW SAW MILL RI	ACC RT 100C	ACC SMRP NB	20344	3.7	2016	20527	2006	18458	2003	22333	2000	19150
87_0015	16	03	1584	0111	NEW SAW MILL RI	ACC SMRP NB	START NB ON-RAMP TO NY 141	17826	3.7	2011	18831	2008	20009	2005	20376	2002	18170
87_0070	16	03	1607	0023	NEW SAW MILL RI	START NB ON-RAMP TO NY 141	RT 987D OVER & START 9A/100	13967	17.8	2014	14350	2005	29276	2002	18305		
87_0090	14	03	1719	0112		RT 987D OVER & START 9A/100	RT 117 OVER	25886	10.8	2014	26333	2008	36275	2005	36700	2002	32581
87_0158	14	03	1800	0081		RT 117 OVER	TOWN OF MOUNT PLEASANT VILLA	23095	4.6	2014	23493	2011	24784	2005	35585	2002	30945
87_0385	14	03	1912	0112		TOWN OF MOUNT PLEASANT VILLA	END 9A/100 OLAP	46585	4.6	2011	48220	2008	47177	2002	42393		
87_0088	14	03	2076	0164		END 9A/100 OLAP	RT 133 UNDER OSSINING	38261	4.6	2011	39604	2008	40388	2002	37128		
87_0624	14	03	2204	0128		RT 133 UNDER OSSINING	RT 134	33183	4.6	2011	34348	2007	35706	2003	39872	2000	31582
87_0626	14	03	2358	0154		RT 134	START 9/9A OLAP	33823	4.6	2009	35425	2004	38658	2000	30958		
87_0021	12	03	2410	0052		START 9/9A OLAP	END 9/9A OLAP	49755	4.1	2017	51983	2014	47407	2012	49102	2011	46239
87_0024	16	03	2487	0077	S RIVERSIDE AVE	END 9/9A OLAP	RT 129 MAPLE ST	7735	3	2017	7735	2011	7824	2008	7520	2002	8301
87_0143	16	03	2610	0123		RT 129 MAPLE ST	OLD POST RD	4885	3.1	2017	4885	2011	4744	2008	5655	2005	5663
87_0149	16	03	2779	0169		OLD POST RD	RT 9 OVER MONTROSE	5033	1.9	2017	5033	2011	4597	2008	5261	2005	5109
87_0055	16	03	3085	0306		RT 9 OVER MONTROSE	CITY OF PEEKSKILL	12720	5.5	2015	12950	2012	11961	2009	12196	2006	13104
87_0044	16	03	3122	0037		CITY OF PEEKSKILL	RT 9 END RT 9A	12348	3.7	2015	12572	2009	12034	2006	12314	2003	12968
Route NY9B				**County 019**	**Clinton**		**Region 07**										
71_0502	7	01	0173	0173		RT 9	CR 22 MASON RD	2768	11.1	2015	2801	2012	2140	2009	2132	2006	2439

Station	FC	County Order	End Mile Point	Section Length	Road Name	Beginning Description	End Description	2017 Estimate AADT	% Trucks	<<< YEAR	Previous Counts AADT	YEAR	AADT	>>> YEAR	AADT
64_0204	1	01	0639	0639	Interstate 99	PENNSYLVANIA STATE LINE	CR 5/CLENDENNING RD OVER	12267	30.2	2017	12267	2014	11023	2011	13385
64_0180	1	01	0819	0180	Interstate 99	CR 5/CLENDENNING RD OVER	NY 417/ADDISON RD UNDER	14405	27.4	2016	14110	2014	13427	2012	13971
64_0082	11	01	1172	0353	Interstate 99	NY 417/ADDISON RD UNDER	BEFORE EXITS 4A/B	23239	16.7	2015	22303	2009	17764	2006	18223
64_0020	11	01	1289	0117	Interstate 99	BEFORE EXITS 4A/B	END ACC 86I	18967	22.2	2017	18967	2014	22268	2012	21023
Route	NY100		County	119	Westchester	Region 08									
87_0068	14	01	0111	0111		JCT RT 907K CROSS CO PKWY OV	RT 987F SPRAIN BROOK PKWY UN	55015	4.6	2008	57964	2005	48253		
87_0377	14	01	0169	0058		RT 987F SPRAIN BROOK PKWY UN	TUCKAHOE RD	42332	3.4	2014	43062	2008	45419	2005	38497
87_0059	14	01	0419	0250		TUCKAHOE RD	YONKERS N CL	31092	3.6	2014	31628	2011	35026	2001	47623
87_0069	14	01	0473	0054		YONKERS N CL	CR 78 ARDSLEY RD	25109	3.2	2011	25991	2002	31568	2001	32605
87_0380	14	01	0686	0213		CR 78 ARDSLEY RD	RT 100A HARTSDALE	24627	4.6	2015	24909	2009	24764	2006	24533
87_0381	14	01	0769	0083		RT 100A HARTSDALE	GREENBURGH T/L	21710	4.6	2017	21710	2008	24051	2005	24219
87_0382	14	01	0846	0077	CENTRAL PARK AV	GREENBURGH T/L	START 100/119 OLAP	26262	4.6	2015	26562	2011	23487	2008	25034
87_0383	14	01	0920	0074		START 100/119 OLAP	END 100/119 OLAP	52514	3.2	2017	52514	2011	27499	2008	26183
87_0084	14	01	0946	0026		END 100/119 OLAP	ACC RT 287I	15495	4.6	2017	15495	2011	11767	2008	12380
87_0355	16	01	1109	0163		ACC RT 287I	VIRGINIA AVE	5555	4.4	2009	5981	2006	5919	2003	8013
87_0089	14	01	1236	0127		VIRGINIA AVE	RTS 100A & 100C	10335	4.6	2014	10513	2011	12922	2006	11197
87_0423	16	01	1406	0170		RTS 100A & 100C	RT 987F SPRAIN BRK PKWY UNDE	4019	7.4	2017	4019	2009	4404	2006	4340
87_0424	16	01	1495	0089		RT 987F SPRAIN BRK PKWY UNDE	START 100/141 OLAP	7360	3.6	2014	7562	2011	7653	2008	8051
87_0484	16	01	1496	0001		START 100/141 OLAP	END 100/141 OLAP	14418	3.7	2017	14418	2011	10089	2008	14769
87_0043	16	01	1515	0019		END 100/141 OLAP	RT 987D OVER & START 9A/100	9005	5.6	2017	9005	2006	9365		
87_0090	14	01	1627	0112		RT 987D OVER & START 9A/100	RT 117 OVER	25886	10.8	2014	26333	2008	36275	2005	36700
87_0158	14	01	1708	0081		RT 117 OVER	TOWN OF MOUNT PLEASANT VILLA	23095	4.6	2014	23493	2011	24784	2005	35585
87_0385	14	01	1820	0112		TOWN OF MOUNT PLEASANT VILLA	END 9A/100 OLAP	46585	4.6	2011	48220	2008	47177	2002	42393
87_0387	16	01	2081	0261		END 9A/100 OLAP	START 100/133 OLAP	6861	11.8	2016	6923	2010	6643	2003	6285
87_0388	16	01	2097	0016		START 100/133 OLAP	RT 987G OVER TACONIC STATE P	17556	3.7	2013	18203	2005	19873	2002	18500
87_0468	16	01	2122	0025		RT 987G OVER TACONIC STATE P	END 100/133 OLAP	18024	3.7	2016	18186	2013	18556	2006	21644
87_0026	16	01	2168	0046		END 100/133 OLAP	RT 120	8954	7.9	2015	9116	2013	10060	2009	9701
87_0389	16	01	2333	0165		RT 120	RT 134	7866	11.3	2014	8082	2011	7890	2008	8046
87_0018	16	01	2399	0066		RT 134	CR 5 SEVEN BRIDGE RD	10788	8.1	2015	10983	2013	11576	2009	11039
87_0096	16	01	2507	0108		CR 5 SEVEN BRIDGE RD	RT 118 CROTON LAKE	8393	3.7	2011	8866	2008	10412	2002	11086
87_0391	16	01	2936	0429		RT 118 CROTON LAKE	RT 35	10754	8	2016	10850	2013	10592	2010	10113

Station	YEAR	AADT
64_0204	2008	12243
64_0180	2011	14182
64_0082	2002	15524
64_0020	2011	21564
Route		
87_0068		
87_0377	2002	42839
87_0059		
87_0069		
87_0380	2003	27580
87_0381	2002	24758
87_0382	2005	27692
87_0383	2005	30031
87_0084	2005	13719
87_0355	2000	5060
87_0089	2003	12915
87_0423	2003	4112
87_0424	2005	10101
87_0484	2002	12678
87_0043		
87_0090	2002	32581
87_0158	2002	30945
87_0385		
87_0387	2000	5782
87_0388		
87_0468	2002	20280
87_0026	2006	10557
87_0389	2005	9168
87_0018	2006	10528
87_0096		
87_0391	2007	10345

Station	FC	County Order	End Mile Point	Section Length	Road Name	Beginning Description	End Description	2017 Estimate AADT	% Trucks	<<< YEAR	Previous Counts AADT	YEAR	AADT	>>> YEAR	AADT
87_0392	16	01	2998	0062		RT 35	RT 139	14621	5.1	2015	14886	2012	16597	2009	16811	2005	18116
87_0393	16	01	3241	0243		RT 139	RT 138 WRIGHTS COR	8339	7.1	2017	8339	2011	8466	2008	8722	2005	9693
87_0394	16	01	3332	0091		RT 138 WRIGHTS COR	JCT RT 202 END RT 100	16372	3.7	2015	16668	2008	15484	2005	16292	2002	15623
Route NY100A				**County 119 Westchester**		**Region 08**											
87_0689	16	01	0151	0151		RT 100 HARTSDALE	RT 100B	12096	3.7	2014	12428	2011	12002	2008	16184	2005	15368
87_0690	16	01	0219	0068		RT 100B	RT 119 ELMSFORD UNDER	10216	4.6	2016	10308	2010	11379	2006	9474	2003	9415
87_0691	16	01	0233	0014		RT 119 ELMSFORD UNDER	RT 287I UNDER	19881	5.6	2011	21002	2007	28127	2004	20077	2000	19481
87_0692	16	01	0418	0185		RT 287I UNDER	RT 100C END RT 100A	9639	6.2	2015	9814	2012	11393	2009	11775	2003	9768
Route NY100B				**County 119 Westchester**		**Region 08**											
87_0141	16	01	0155	0155		RT 9A N OF SECOR RD	RT 987F SPRAIN BROOK PKWY UN	6908	2.8	2016	6970	2010	6696	2006	6246	2005	6851
87_0140	16	01	0194	0039		RT 987F SPRAIN BROOK PKWY UN	RT 100A HARTSDALE AVE	15214	2.9	2009	16379	2006	16165	2003	18630	2000	16097
87_0694	16	01	0288	0094		RT 100A HARTSDALE AVE	RT 119 END RT 100B	9865	3.5	2014	10135	2009	10165	2006	10093	2003	12527
Route NY100C				**County 119 Westchester**		**Region 08**											
87_0127	14	01	0023	0023		RT 9A E OF EASTVIEW	RT 9A OLD SAW MILL RD UNDER	4963	4.6	2016	4991	2015	4932	2013	4746	2009	4516
87_0025	14	01	0046	0023		RT 9A OLD SAW MILL RD UNDER	CLEARBROOK RD	12610	4.6	2017	12610	2016	12921	2011	11298		
87_0130	14	01	0115	0069		CLEARBROOK RD	RT 987F SPRAIN BROOK PKWY UN	18758	4.2	2017	18758	2016	18718	2012	18286	2006	16948
87_0688	14	01	0126	0011		RT 987F SPRAIN BROOK PKWY UN	RT 100 END RT 100C	23723	4.6	2017	23723	2011	23005	2006	19400	2003	21877
Route NY101				**County 059 Nassau**		**Region 10**											
03_0026	14	01	0128	0128		RT 25A NORTHERN BLVD	STONY TOWN RD	29660	4.6	2016	29616	2005	31564	2002	33288		
03_0278	14	01	0272	0144		STONY TOWN RD	JCT BEACON HILL RD/MAIN ST	32100	4.4	2011	31818	2007	33679	2004	30884	2002	33468
03_0279	14	01	0358	0086		JCT BEACON HILL RD/MAIN ST	HARBOR RD/ ASTOR LANE END RT	15193	3.7	2017	15193	2008	17210	2005	17065	2003	17278
Route NY102				**County 059 Nassau**		**Region 10**											
03_0163	14	01	0066	0066	FRONT ST	RT 24 W HEMPSTEAD	NORTH FRANKLIN ST	21345	3.8	2016	21313	2010	17303	2007	23032	2004	18270
03_0165	14	01	0106	0040	FRONT ST	NORTH FRANKLIN ST	CLINTON ST	21002	4.6	2016	20971	2010	21797	2009	24242	2005	19212
03_0036	14	01	0247	0141	FRONT ST	CLINTON ST	JCT UNIONDALE AVE	20791	3.2	2017	20791	2008	22115	2005	19474	2002	20284
03_0166	14	01	0353	0106		JCT UNIONDALE AVE	MERRICK AVE	14537	3.8	2016	14516	2008	14741	2005	13481	2004	13343
03_0167	14	01	0458	0105		MERRICK AVE	RT 24 END RT 102	13751	4.3	2017	13751	2009	17860	2006	14392	2005	15674



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.

Customer Loyalty *through* Client Satisfaction
www.maserconsulting.com

Engineers ✖ Planners ✖ Surveyors
Landscape Architects ✖ Environmental Scientists

State of N.Y. Cert. of Authorization: 0008671/0008821

Office Locations:
- Red Bank, NJ
- Clinton, NJ
- Hamilton, NJ
- Egg Harbor, NJ
- Montvale, NJ
- Mt. Arlington, NJ
- Mt. Laurel, NJ
- Albany, NY
- Newburgh, NY
- Weschester, NY
- Columbia, MD
- Lehigh Valley, PA
- Exton, PA
- Philadelphia, PA
- Pittsburgh, PA
- Tampa, FL
- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

Copyright © 2019. Maser Consulting P.A. All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose without the express written consent of Maser Consulting, P.A.

REV	DATE	DRAWN BY	DESCRIPTION
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.
.	.	.	.

NORTH 60

TOWN OF MOUNT PLEASANT
WESTCHESTER COUNTY
NEW YORK

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

Know what's below. Call before you dig.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595

Phone: 914.347.7500
Fax: 914.347.7266

TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	9/13/19	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
17003592B	190923_JFM_FIGURE-ATR

SHEET TITLE:
ATR LOCATIONS

SHEET NUMBER:
FIGURE NO. 1-ATR

Project: NORTH 60
Location: MT. PLEASANT
MC Job No. 17003592A

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 17003592 999
Station ID:
BRADHURST AVE. (APPROXIMATELY 600' SOUTH OF SPRAIN BROOK PKWY SB ON/OFF RAMP)
Latitude: 0' 0.0000 Undefined

Start	29-Apr-19		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	*	*	12	21	12	28	12	24	10	31	14	33
01:00	*	*	*	*	*	*	7	7	4	12	6	10	10	14	10	15
02:00	*	*	*	*	*	*	4	5	6	2	5	4	7	6	8	10
03:00	*	*	*	*	*	*	6	3	5	4	6	4	1	5	5	10
04:00	*	*	*	*	*	*	10	7	10	12	10	10	4	8	6	7
05:00	*	*	*	*	*	*	82	16	80	16	81	16	19	10	20	8
06:00	*	*	*	*	*	*	560	50	488	52	524	51	**212**	23	**163**	11
07:00	*	*	*	*	*	*	704	119	632	123	668	121	158	71	63	50
08:00	*	*	*	*	*	*	**768**	**164**	**735**	145	**752**	154	131	90	60	25
09:00	*	*	*	*	*	*	487	129	417	158	452	144	113	72	73	46
10:00	*	*	*	*	*	*	332	131	293	138	312	134	141	107	103	60
11:00	*	*	*	*	*	*	285	158	254	**162**	270	**160**	143	**130**	132	**103**
12:00 PM	*	*	*	*	*	*	**278**	204	**289**	178	**284**	191	140	144	**157**	102
01:00	*	*	*	*	*	*	276	184	269	192	272	188	118	110	130	108
02:00	*	*	*	*	**277**	216	270	232	250	235	266	228	121	136	110	127
03:00	*	*	*	*	207	320	233	313	216	283	219	305	133	161	110	**129**
04:00	*	*	*	*	166	377	176	348	165	352	169	359	122	**164**	96	86
05:00	*	*	*	*	162	**509**	164	**556**	149	**641**	158	**569**	110	133	68	94
06:00	*	*	*	*	231	187	207	202	177	246	205	212	**155**	138	132	91
07:00	*	*	*	*	85	165	102	168	88	126	92	153	83	92	60	101
08:00	*	*	*	*	51	95	60	84	75	88	62	89	78	89	46	49
09:00	*	*	*	*	35	66	49	84	35	61	40	70	61	47	24	44
10:00	*	*	*	*	58	51	61	54	66	59	62	55	72	59	43	38
11:00	*	*	*	*	24	28	34	31	24	45	27	35	44	53	31	16
Total	0	0	0	0	1296	2014	5167	3270	4739	3358	4954	3286	2186	1893	1664	1363
Day	0		0		3310		8437		8097		8240		4079		3027	
AM Peak	-	-	-	-	-	-	08:00	08:00	08:00	11:00	08:00	11:00	06:00	11:00	06:00	11:00
Vol.	-	-	-	-	-	-	768	164	735	162	752	160	212	130	163	103
PM Peak	-	-	-	-	14:00	17:00	12:00	17:00	12:00	17:00	12:00	17:00	18:00	16:00	12:00	15:00
Vol.	-	-	-	-	277	509	278	556	289	641	284	569	155	164	157	129

#1

Project: NORTH 60
Location: MT. PLEASANT
MC Job No. 17003592A

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 17003592 999
Station ID:
BRADHURST AVE. (APPROXIMATELY 600' SOUTH OF SPRAIN BROOK PKWY SB ON/OFF RAMP)
Latitude: 0' 0.0000 Undefined

Start	06-May-19		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	9	21	9	18	16	14	13	21	*	*	12	18	*	*	*	*
01:00	5	4	5	9	7	6	4	17	*	*	5	9	*	*	*	*
02:00	4	7	9	3	3	5	3	1	*	*	5	4	*	*	*	*
03:00	3	4	4	2	10	7	1	9	*	*	4	6	*	*	*	*
04:00	12	6	12	4	11	7	8	4	*	*	11	5	*	*	*	*
05:00	83	16	89	12	91	16	88	14	*	*	88	14	*	*	*	*
06:00	528	55	535	43	522	47	531	54	*	*	529	50	*	*	*	*
07:00	670	129	661	111	732	130	712	117	*	*	694	122	*	*	*	*
08:00	**792**	151	**772**	164	**815**	**203**	**799**	**179**	*	*	**794**	**174**	*	*	*	*
09:00	478	151	455	131	444	137	*	*	*	*	459	140	*	*	*	*
10:00	284	153	326	121	299	137	*	*	*	*	303	137	*	*	*	*
11:00	305	**160**	269	**191**	300	171	*	*	*	*	291	174	*	*	*	*
12:00 PM	**293**	163	**302**	213	282	202	*	*	*	*	292	193	*	*	*	*
01:00	291	175	295	185	**294**	197	*	*	*	*	**293**	186	*	*	*	*
02:00	252	201	287	233	259	241	*	*	*	*	266	225	*	*	*	*
03:00	201	272	224	274	234	324	*	*	*	*	220	290	*	*	*	*
04:00	160	326	172	325	174	300	*	*	*	*	169	317	*	*	*	*
05:00	172	**357**	179	**385**	174	**481**	*	*	*	*	175	**408**	*	*	*	*
06:00	218	213	234	206	238	195	*	*	*	*	230	205	*	*	*	*
07:00	113	173	120	171	100	145	*	*	*	*	111	163	*	*	*	*
08:00	66	104	83	122	73	96	*	*	*	*	74	107	*	*	*	*
09:00	59	85	48	87	43	81	*	*	*	*	50	84	*	*	*	*
10:00	42	43	52	55	54	40	*	*	*	*	49	46	*	*	*	*
11:00	25	30	28	33	29	33	*	*	*	*	27	32	*	*	*	*
Total	5065	2999	5170	3098	5204	3215	2159	416	0	0	5151	3109	0	0	0	0
Day	8064		8268		8419		2575		0		8260		0		0	
AM Peak	08:00	11:00	08:00	11:00	08:00	08:00	08:00	08:00	-	-	08:00	08:00	-	-	-	-
Vol.	792	160	772	191	815	203	799	179	-	-	794	174	-	-	-	-
PM Peak	12:00	17:00	12:00	17:00	13:00	17:00	-	-	-	-	13:00	17:00	-	-	-	-
Vol.	293	357	302	385	294	481	-	-	-	-	293	408	-	-	-	-

Comb. Total	8064	8268	11729	11012	8097	16500	4079	3027

ADT ADT 7,042 AADT 7,042

#2

Project: NORTH 60 - 2019
Location: MT. PLEASANT, NY
MC Job No. 17003592B

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 17003592 10010
Station ID:
BRADHURST AVENUE (NORTH OF HOSPITAL ROAD & SOUTH OF SPRAIN BROOK PKWY NB ON RAMP)
Latitude: 0' 0.0000 Undefined

Start	09-Sep-19		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	*	*	20	33	11	32	16	32	12	54	19	49
01:00	*	*	*	*	*	*	6	18	4	17	5	18	11	36	12	27
02:00	*	*	*	*	*	*	5	10	5	9	5	10	4	15	2	19
03:00	*	*	*	*	*	*	2	2	5	11	4	6	3	9	2	14
04:00	*	*	*	*	*	*	8	9	10	6	9	8	7	10	1	3
05:00	*	*	*	*	*	*	53	11	50	18	52	14	12	12	8	13
06:00	*	*	*	*	*	*	314	59	363	61	338	60	**150**	30	132	18
07:00	*	*	*	*	*	*	**683**	225	**664**	218	**674**	222	147	136	119	111
08:00	*	*	*	*	*	*	508	156	659	248	584	202	135	159	127	110
09:00	*	*	*	*	*	*	615	182	466	190	540	186	141	119	138	89
10:00	*	*	*	*	*	*	322	190	280	223	301	206	128	143	**146**	146
11:00	*	*	*	*	**260**	**258**	263	**271**	217	**256**	247	**262**	147	**205**	123	**218**
12:00 PM	*	*	*	*	289	343	**300**	314	231	276	**273**	311	**155**	187	133	208
01:00	*	*	*	*	**307**	286	236	349	**258**	311	267	315	140	172	**164**	174
02:00	*	*	*	*	245	361	247	377	221	414	238	384	142	185	136	208
03:00	*	*	*	*	219	579	200	562	196	628	205	590	131	**266**	124	**247**
04:00	*	*	*	*	175	706	160	728	165	640	167	691	101	220	85	189
05:00	*	*	*	*	165	**875**	138	**865**	132	**861**	145	**867**	87	218	91	177
06:00	*	*	*	*	211	409	196	354	174	352	194	372	147	138	119	144
07:00	*	*	*	*	94	321	104	289	108	308	102	306	103	228	88	180
08:00	*	*	*	*	62	220	61	248	64	195	62	221	69	146	48	135
09:00	*	*	*	*	44	141	29	122	45	135	39	133	40	106	38	106
10:00	*	*	*	*	56	77	53	91	54	113	54	94	55	80	42	49
11:00	*	*	*	*	31	134	32	114	37	122	33	123	30	123	20	78
Total	0	0	0	0	2158	4710	4555	5579	4419	5644	4554	5633	2097	2997	1917	2712
Day	0		0		6868		10134		10063		10187		5094		4629	
AM Peak	-	-	-	-	11:00	11:00	07:00	11:00	07:00	11:00	07:00	11:00	06:00	11:00	10:00	11:00
Vol.	-	-	-	-	260	258	683	271	664	256	674	262	150	205	146	218
PM Peak	-	-	-	-	13:00	17:00	12:00	17:00	13:00	17:00	12:00	17:00	12:00	15:00	13:00	15:00
Vol.	-	-	-	-	307	875	300	865	258	861	273	867	155	266	164	247

#2

Project: NORTH 60 - 2019
Location: MT. PLEASANT, NY
MC Job No. 17003592B

Maser Consulting P.A.
400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 17003592 10010
Station ID:
BRADHURST AVENUE (NORTH OF HOSPITAL ROAD & SOUTH OF SPRAIN BROOK PKWY NB ON RAMP)
Latitude: 0' 0.0000 Undefined

Start	16-Sep-19		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	16	29	15	40	12	31	18	40	*	*	15	35	*	*	*	*
01:00	9	16	7	18	7	12	5	19	*	*	7	16	*	*	*	*
02:00	2	14	5	7	4	9	3	9	*	*	4	10	*	*	*	*
03:00	3	7	4	2	6	7	2	7	*	*	4	6	*	*	*	*
04:00	8	12	10	9	7	12	11	14	*	*	9	12	*	*	*	*
05:00	53	17	50	23	52	23	65	19	*	*	55	20	*	*	*	*
06:00	343	53	393	56	325	64	376	63	*	*	359	59	*	*	*	*
07:00	**645**	225	**582**	215	**613**	194	628	**214**	*	*	**617**	212	*	*	*	*
08:00	466	130	356	108	492	123	**638**	184	*	*	488	136	*	*	*	*
09:00	462	181	502	179	462	172	525	184	*	*	488	179	*	*	*	*
10:00	327	197	319	212	292	192	*	*	*	*	313	200	*	*	*	*
11:00	250	**249**	269	**261**	263	**244**	*	*	*	*	261	**251**	*	*	*	*
12:00 PM	**267**	307	263	304	270	298	*	*	*	*	267	303	*	*	*	*
01:00	267	284	267	335	**281**	325	*	*	*	*	**272**	315	*	*	*	*
02:00	263	376	**272**	406	255	390	*	*	*	*	263	391	*	*	*	*
03:00	214	560	207	599	183	581	*	*	*	*	201	580	*	*	*	*
04:00	167	695	185	727	189	684	*	*	*	*	180	702	*	*	*	*
05:00	139	**763**	155	**912**	174	**848**	*	*	*	*	156	**841**	*	*	*	*
06:00	212	417	223	453	201	380	*	*	*	*	212	417	*	*	*	*
07:00	103	320	101	343	109	334	*	*	*	*	104	332	*	*	*	*
08:00	63	219	72	214	64	241	*	*	*	*	66	225	*	*	*	*
09:00	37	122	32	135	41	154	*	*	*	*	37	137	*	*	*	*
10:00	54	75	58	96	53	89	*	*	*	*	55	87	*	*	*	*
11:00	34	115	29	105	31	129	*	*	*	*	31	116	*	*	*	*
Total	4404	5383	4376	5759	4386	5536	2271	753	0	0	4464	5582	0	0	0	0
Day	9787		10135		9922		3024		0		10046		0		0	
AM Peak	07:00	11:00	07:00	11:00	07:00	11:00	08:00	07:00	-	-	07:00	11:00	-	-	-	-
Vol.	645	249	582	261	613	244	638	214	-	-	617	251	-	-	-	-
PM Peak	12:00	17:00	14:00	17:00	13:00	17:00	-	-	-	-	13:00	17:00	-	-	-	-
Vol.	267	763	272	912	281	848	-	-	-	-	272	841	-	-	-	-

Comb. Total	9787	10135	16790	13158	10063	20233	5094	4629

ADT ADT 8,763 AADT 8,763

#3

Project: NORTH 60
Location: MT. PLEASANT, NY
MC Job No. 17003592A

Maser Consulting P.A.
400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 17003592 1010
Station ID:
WOODS ROAD (APPROXIMATELY 125' SOUTH OF HOSPITAL ROAD)
Latitude: 0' 0.0000 Undefined

Start	29-Apr-19		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	33	10	30	16	32	13	28	8	32	13
01:00	*	*	*	*	*	*	12	4	23	11	18	8	18	8	9	7
02:00	*	*	*	*	*	*	10	6	9	5	10	6	12	9	16	10
03:00	*	*	*	*	*	*	11	9	12	7	12	8	9	2	11	5
04:00	*	*	*	*	*	*	5	13	10	12	8	12	2	3	6	10
05:00	*	*	*	*	*	*	19	61	19	72	19	66	13	20	8	16
06:00	*	*	*	*	*	*	65	**403**	64	**371**	64	**387**	29	**173**	29	**167**
07:00	*	*	*	*	*	*	**174**	310	147	307	**160**	308	**105**	86	**106**	91
08:00	*	*	*	*	*	*	104	320	127	284	116	302	63	67	48	56
09:00	*	*	*	*	*	*	125	222	116	179	120	200	36	60	24	43
10:00	*	*	*	*	*	*	149	194	134	187	142	190	58	77	31	72
11:00	*	*	*	*	*	*	155	196	**149**	163	152	180	59	81	44	110
12:00 PM	*	*	*	*	*	*	189	168	181	151	185	160	70	98	62	**117**
01:00	*	*	*	*	*	*	189	**179**	192	153	190	166	82	87	89	93
02:00	*	*	*	*	252	**181**	224	158	234	**166**	237	**168**	112	**115**	115	90
03:00	*	*	*	*	271	118	**303**	126	**280**	147	**285**	130	**162**	103	130	98
04:00	*	*	*	*	**282**	115	280	99	273	123	278	112	116	80	110	75
05:00	*	*	*	*	269	119	272	105	270	106	270	110	86	72	104	69
06:00	*	*	*	*	221	142	191	133	181	131	198	135	104	113	101	110
07:00	*	*	*	*	243	86	226	111	192	87	220	95	161	79	**176**	72
08:00	*	*	*	*	130	56	147	74	105	83	127	71	79	73	81	45
09:00	*	*	*	*	113	41	117	51	97	36	109	43	89	44	69	29
10:00	*	*	*	*	55	76	70	71	63	66	63	71	57	56	33	56
11:00	*	*	*	*	125	33	109	38	102	26	112	32	89	40	86	33
Total	0	0	0	0	1961	967	3179	3061	3010	2889	3127	2973	1639	1554	1520	1487
Day	0		0		2928		6240		5899		6100		3193		3007	
AM Peak	-	-	-	-	-	-	07:00	06:00	11:00	06:00	07:00	06:00	07:00	06:00	07:00	06:00
Vol.	-	-	-	-	-	-	174	403	149	371	160	387	105	173	106	167
PM Peak	-	-	-	-	16:00	14:00	15:00	13:00	15:00	14:00	15:00	14:00	15:00	14:00	19:00	12:00
Vol.	-	-	-	-	282	181	303	179	280	166	285	168	162	115	176	117

#3

Project: NORTH 60
Location: MT. PLEASANT, NY
MC Job No. 17003592A

Maser Consulting P.A.
400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 17003592 1010
Station ID:
WOODS ROAD (APPROXIMATELY 125' SOUTH OF HOSPITAL ROAD)
Latitude: 0' 0.0000 Undefined

Start	06-May-19		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	37	9	34	12	29	17	30	17	*	*	32	14	*	*	*	*
01:00	13	8	15	5	20	8	18	7	*	*	16	7	*	*	*	*
02:00	6	3	7	6	13	5	11	6	*	*	9	5	*	*	*	*
03:00	8	2	8	5	8	8	11	4	*	*	9	5	*	*	*	*
04:00	7	12	7	10	9	8	8	7	*	*	8	9	*	*	*	*
05:00	15	67	17	81	15	64	11	69	*	*	14	70	*	*	*	*
06:00	80	**397**	61	**395**	66	**358**	67	**393**	*	*	68	**386**	*	*	*	*
07:00	72	153	136	296	155	326	**143**	314	*	*	126	272	*	*	*	*
08:00	122	303	102	345	126	349	130	318	*	*	120	329	*	*	*	*
09:00	121	219	118	219	109	212	*	*	*	*	116	217	*	*	*	*
10:00	119	182	122	216	136	174	*	*	*	*	126	191	*	*	*	*
11:00	**141**	163	**166**	161	**162**	196	*	*	*	*	**156**	173	*	*	*	*
12:00 PM	179	**174**	181	**174**	190	185	*	*	*	*	183	**178**	*	*	*	*
01:00	181	167	188	158	198	166	*	*	*	*	189	164	*	*	*	*
02:00	213	157	244	152	223	160	*	*	*	*	227	156	*	*	*	*
03:00	**304**	125	**335**	137	**346**	158	*	*	*	*	**328**	140	*	*	*	*
04:00	271	110	284	98	289	119	*	*	*	*	281	109	*	*	*	*
05:00	237	94	275	120	259	127	*	*	*	*	257	114	*	*	*	*
06:00	159	153	198	150	202	**189**	*	*	*	*	186	164	*	*	*	*
07:00	265	86	234	108	263	98	*	*	*	*	254	97	*	*	*	*
08:00	126	71	126	56	132	76	*	*	*	*	128	68	*	*	*	*
09:00	95	52	116	45	149	40	*	*	*	*	120	46	*	*	*	*
10:00	77	46	71	51	73	68	*	*	*	*	74	55	*	*	*	*
11:00	101	34	111	35	112	28	*	*	*	*	108	32	*	*	*	*
Total	2949	2787	3156	3035	3284	3139	429	1135	0	0	3135	3001	0	0	0	0
Day	5736		6191		6423		1564		0		6136		0		0	
AM Peak	11:00	06:00	11:00	06:00	11:00	06:00	07:00	06:00	-	-	11:00	06:00	-	-	-	-
Vol.	141	397	166	395	162	358	143	393	-	-	156	386	-	-	-	-
PM Peak	15:00	12:00	15:00	12:00	15:00	18:00	-	-	-	-	15:00	12:00	-	-	-	-
Vol.	304	174	335	174	346	189	-	-	-	-	328	178	-	-	-	-

Comb. Total	5736	6191	9351	7804	5899	12236	3193	3007

ADT ADT 5,323 AADT 5,323

#4

Project: NORTH 60
Location: MT. PLEASANT, NY
MC Job No. 17003592A

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595
Customer Loyalty through Client Satisfaction

Site Code: 17003592 888
Station ID:
HOSPITAL ROAD (APPROXIMATELY 175' WEST OF WOODS ROAD)
Latitude: 0' 0.0000 Undefined

Start	29-Apr-19		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	*	*	6	15	9	17	8	16	10	17	10	18
01:00	*	*	*	*	*	*	5	6	7	8	6	7	7	10	6	7
02:00	*	*	*	*	*	*	2	6	1	3	2	4	8	8	1	3
03:00	*	*	*	*	*	*	4	4	8	6	6	5	4	2	6	4
04:00	*	*	*	*	*	*	14	4	11	7	12	6	5	3	6	3
05:00	*	*	*	*	*	*	67	6	53	11	60	8	24	9	17	7
06:00	*	*	*	*	*	*	370	35	370	35	370	35	**149**	13	**109**	9
07:00	*	*	*	*	*	*	**428**	**155**	352	**153**	390	**154**	76	**118**	63	**120**
08:00	*	*	*	*	*	*	424	148	**393**	126	**408**	137	53	70	34	41
09:00	*	*	*	*	*	*	281	110	222	104	252	107	49	48	34	28
10:00	*	*	*	*	*	*	161	114	161	124	161	119	58	50	43	24
11:00	*	*	*	*	*	*	154	138	124	126	139	132	50	74	39	40
12:00 PM	*	*	*	*	*	*	165	168	140	173	152	170	57	62	52	36
01:00	*	*	*	*	*	*	**183**	152	165	163	**174**	158	65	58	60	56
02:00	*	*	*	*	165	168	154	198	139	192	153	186	62	64	59	53
03:00	*	*	*	*	145	257	157	309	122	252	141	273	68	79	47	57
04:00	*	*	*	*	122	**342**	115	**329**	109	**314**	115	**328**	35	59	27	41
05:00	*	*	*	*	124	327	102	308	106	254	111	296	49	39	44	33
06:00	*	*	*	*	**174**	141	155	153	**167**	107	165	134	**131**	36	**127**	36
07:00	*	*	*	*	61	176	67	176	51	122	60	158	48	**116**	45	**89**
08:00	*	*	*	*	33	96	51	67	38	61	41	75	28	59	38	56
09:00	*	*	*	*	32	48	40	54	37	38	36	47	23	14	28	18
10:00	*	*	*	*	38	32	52	32	31	33	40	32	28	20	28	22
11:00	*	*	*	*	17	43	18	42	25	42	20	42	26	28	24	26
Total	0	0	0	0	911	1630	3175	2729	2841	2471	3022	2629	1113	1056	947	827
Day	0		0		2541		5904		5312		5651		2169		1774	
AM Peak	-	-	-	-	-	-	07:00	07:00	08:00	07:00	08:00	07:00	06:00	07:00	06:00	07:00
Vol.	-	-	-	-	-	-	428	155	393	153	408	154	149	118	109	120
PM Peak	-	-	-	-	18:00	16:00	13:00	16:00	18:00	16:00	13:00	16:00	18:00	19:00	18:00	19:00
Vol.	-	-	-	-	174	342	183	329	167	314	174	328	131	116	127	89

#4

Project: NORTH 60
Location: MT. PLEASANT, NY
MC Job No. 17003592A

Maser Consulting P.A.
400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 17003592 888
Station ID:
HOSPITAL ROAD (APPROXIMATELY 175' WEST OF WOODS ROAD)
Latitude: 0' 0.0000 Undefined

Start	06-May-19		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	4	10	1	17	6	18	6	21	*	*	4	16	*	*	*	*
01:00	3	5	5	3	3	4	5	7	*	*	4	5	*	*	*	*
02:00	1	2	2	2	2	2	3	2	*	*	2	2	*	*	*	*
03:00	5	5	5	8	6	3	7	6	*	*	6	6	*	*	*	*
04:00	15	4	11	6	11	2	12	3	*	*	12	4	*	*	*	*
05:00	45	10	60	8	57	9	54	11	*	*	54	10	*	*	*	*
06:00	370	32	387	39	388	33	360	38	*	*	376	36	*	*	*	*
07:00	388	**147**	363	**156**	402	**151**	361	**162**	*	*	378	**154**	*	*	*	*
08:00	**471**	146	**437**	136	**468**	129	**450**	127	*	*	**456**	134	*	*	*	*
09:00	274	109	228	81	253	99	*	*	*	*	252	96	*	*	*	*
10:00	154	119	149	96	169	98	*	*	*	*	157	104	*	*	*	*
11:00	123	131	138	126	137	149	*	*	*	*	133	135	*	*	*	*
12:00 PM	**174**	179	181	136	175	167	*	*	*	*	177	161	*	*	*	*
01:00	171	150	170	171	184	177	*	*	*	*	175	166	*	*	*	*
02:00	154	174	172	151	184	167	*	*	*	*	170	164	*	*	*	*
03:00	138	246	113	228	149	271	*	*	*	*	133	248	*	*	*	*
04:00	113	**329**	110	**326**	121	**339**	*	*	*	*	115	**331**	*	*	*	*
05:00	100	282	91	283	88	306	*	*	*	*	93	290	*	*	*	*
06:00	172	156	**182**	132	**196**	162	*	*	*	*	**183**	150	*	*	*	*
07:00	49	145	52	150	59	183	*	*	*	*	53	159	*	*	*	*
08:00	35	67	43	73	42	86	*	*	*	*	40	75	*	*	*	*
09:00	34	44	34	38	30	42	*	*	*	*	33	41	*	*	*	*
10:00	43	37	31	33	45	38	*	*	*	*	40	36	*	*	*	*
11:00	14	38	22	43	18	31	*	*	*	*	18	37	*	*	*	*
Total	3050	2567	2987	2442	3193	2666	1258	377	0	0	3064	2560	0	0	0	0
Day	5617		5429		5859		1635		0		5624		0		0	
AM Peak	08:00	07:00	08:00	07:00	08:00	07:00	08:00	07:00	-	-	08:00	07:00	-	-	-	-
Vol.	471	147	437	156	468	151	450	162	-	-	456	154	-	-	-	-
PM Peak	12:00	16:00	18:00	16:00	18:00	16:00	-	-	-	-	18:00	16:00	-	-	-	-
Vol.	174	329	182	326	196	339	-	-	-	-	183	331	-	-	-	-

Comb. Total	5617		5429		8400		7539		5312		11275		2169		1774	
ADT	ADT 4,686		AADT 4,686													

#5

Project: NORTH 60
Location: MT. PLEASANT, NY
MC Job No. 17003592A

Maser Consulting P.A.
400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 17003592 111
Station ID:
ROUTE 9A SB (NORTH OF OLD SAW MILL RIVER ROAD AND SOUTH OF BELMONT ROAD)
Latitude: 0' 0.0000 Undefined

Start Time	Mon 29-Apr-19	Tue 30-Apr-19	Wed 01-May-19	Thu 02-May-19	Fri 03-May-19	Average Day	Sat 04-May-19	Sun 05-May-19	Week Average
12:00 AM	*	*	*	25	21	23	32	35	28
01:00	*	*	*	19	17	18	29	15	20
02:00	*	*	*	32	31	32	24	14	25
03:00	*	*	*	42	39	40	30	12	31
04:00	*	*	*	92	93	92	44	22	63
05:00	*	*	*	232	208	220	78	34	138
06:00	*	*	*	556	557	556	186	49	337
07:00	*	*	*	909	904	906	389	132	584
08:00	*	*	*	**1155**	**1074**	**1114**	467	199	**724**
09:00	*	*	*	846	796	821	524	255	605
10:00	*	*	*	592	599	596	477	344	503
11:00	*	*	*	613	587	600	**543**	**388**	533
12:00 PM	*	*	*	**639**	593	**616**	519	430	545
01:00	*	*	**608**	591	600	600	**536**	**464**	**560**
02:00	*	*	600	610	**615**	608	524	431	556
03:00	*	*	550	629	590	590	508	362	528
04:00	*	*	537	560	580	559	399	334	482
05:00	*	*	513	492	541	515	369	279	439
06:00	*	*	432	439	459	443	321	186	367
07:00	*	*	309	306	348	321	246	113	264
08:00	*	*	199	206	238	214	192	93	186
09:00	*	*	105	133	144	127	170	61	123
10:00	*	*	78	76	121	92	91	49	83
11:00	*	*	42	48	70	53	50	34	49
Day Total	0	0	3973	9842	9825	9756	6748	4335	7773
% Avg. WkDay	0.0%	0.0%	40.7%	100.9%	100.7%				
% Avg. Week	0.0%	0.0%	51.1%	126.6%	126.4%	125.5%	86.8%	55.8%	
AM Peak	-	-	-	08:00	08:00	- 08:00	- 11:00	11:00	- 08:00 - -
Vol.	-	-	-	1155	1074	- 1114	- 543	388	- 724 - -
PM Peak	-	-	13:00	12:00	14:00	- 12:00	- 13:00	13:00	- 13:00 - -
Vol.	-	-	608	639	615	- 616	- 536	464	- 560 - -

#5

Project: NORTH 60
Location: MT. PLEASANT, NY
MC Job No. 17003592A

Maser Consulting P.A.
400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595
Customer Loyalty through Client Satisfaction

Site Code: 17003592 111
Station ID:
ROUTE 9A SB (NORTH OF OLD SAW MILL RIVER ROAD AND SOUTH OF BELMONT ROAD)
Latitude: 0' 0.0000 Undefined

Start Time	Mon 06-May-19	Tue 07-May-19	Wed 08-May-19	Thu 09-May-19	Fri 10-May-19	Average Day	Sat 11-May-19	Sun 12-May-19	Week Average
12:00 AM	14	28	*	*	*	21	*	*	21
01:00	18	16	*	*	*	17	*	*	17
02:00	24	34	*	*	*	29	*	*	29
03:00	38	49	*	*	*	44	*	*	44
04:00	82	88	*	*	*	85	*	*	85
05:00	203	242	*	*	*	222	*	*	222
06:00	534	**528**	*	*	*	531	*	*	531
07:00	922	*	*	*	*	922	*	*	922
08:00	**1116**	*	*	*	*	**1116**	*	*	**1116**
09:00	811	*	*	*	*	811	*	*	811
10:00	632	*	*	*	*	632	*	*	632
11:00	573	*	*	*	*	573	*	*	573
12:00 PM	621	*	*	*	*	621	*	*	621
01:00	**623**	*	*	*	*	**623**	*	*	**623**
02:00	586	*	*	*	*	586	*	*	586
03:00	565	*	*	*	*	565	*	*	565
04:00	556	*	*	*	*	556	*	*	556
05:00	460	*	*	*	*	460	*	*	460
06:00	441	*	*	*	*	441	*	*	441
07:00	301	*	*	*	*	301	*	*	301
08:00	219	*	*	*	*	219	*	*	219
09:00	120	*	*	*	*	120	*	*	120
10:00	66	*	*	*	*	66	*	*	66
11:00	51	*	*	*	*	51	*	*	51
Day Total	9576	985	0	0	0	9612	0	0	9612
% Avg. WkDay	99.6%	10.2%	0.0%	0.0%	0.0%				
% Avg. Week	99.6%	10.2%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak	08:00	06:00	-	-	-	08:00	-	-	08:00
Vol.	1116	528	-	-	-	1116	-	-	1116
PM Peak	13:00	-	-	-	-	13:00	-	-	13:00
Vol.	623	-	-	-	-	623	-	-	623

#5

Grand Total	9576	985	3973	9842	9825	19368	6748	4335	17385
ADT		ADT 6,235		AADT 6,235					

Project: NORTH 60
Location: MT. PLEASANT, NY
MC Job No. 17003592A

Maser Consulting P.A.

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595
Customer Loyalty through Client Satisfaction

Site Code: 17003592 777
Station ID:
ROUTE 9A NB (NORTH OF OLD SAW MILL RIVER ROAD AND SOUTH OF BELMONT ROAD)
Latitude: 0' 0.0000 Undefined

Start Time	Mon 29-Apr-19	Tue 30-Apr-19	Wed 01-May-19	Thu 02-May-19	Fri 03-May-19	Average Day	Sat 04-May-19	Sun 05-May-19	Week Average
12:00 AM	*	*	*	42	53	48	94	73	66
01:00	*	*	*	27	28	28	45	40	35
02:00	*	*	*	16	22	19	25	26	22
03:00	*	*	*	26	31	28	18	15	22
04:00	*	*	*	60	41	50	27	16	36
05:00	*	*	*	82	86	84	39	18	56
06:00	*	*	*	232	200	216	106	41	145
07:00	*	*	*	450	444	447	209	63	292
08:00	*	*	*	**633**	**587**	**610**	360	94	418
09:00	*	*	*	530	583	556	340	166	405
10:00	*	*	*	533	544	538	411	239	432
11:00	*	*	*	551	539	545	**523**	**327**	**485**
12:00 PM	*	*	613	569	633	605	**553**	367	547
01:00	*	*	583	616	624	608	538	420	556
02:00	*	*	635	684	710	676	527	399	591
03:00	*	*	779	761	743	761	541	**466**	658
04:00	*	*	931	951	1019	967	521	409	766
05:00	*	*	**1205**	**1290**	**1365**	**1287**	481	428	**954**
06:00	*	*	667	705	868	747	345	327	582
07:00	*	*	462	457	425	448	315	216	375
08:00	*	*	322	335	349	335	268	175	290
09:00	*	*	254	269	283	269	218	112	227
10:00	*	*	201	191	272	221	191	76	186
11:00	*	*	104	101	177	127	119	55	111
Day Total	0	0	6756	10111	10626	10220	6814	4568	8257
% Avg. WkDay	0.0%	0.0%	66.1%	98.9%	104.0%				
% Avg. Week	0.0%	0.0%	81.8%	122.5%	128.7%	123.8%	82.5%	55.3%	
AM Peak	-	-	-	08:00	08:00	- 08:00	- 11:00	11:00	- 11:00 - -
Vol.	-	-	-	633	587	- 610	- 523	327	- 485 - -
PM Peak	-	-	17:00	17:00	17:00	- 17:00	- 12:00	15:00	- 17:00 - -
Vol.	-	-	1205	1290	1365	- 1287	- 553	466	- 954 - -

#6

Project: NORTH 60
Location: MT. PLEASANT, NY
MC Job No. 17003592A

Maser Consulting P.A.
400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 17003592 777
Station ID:
ROUTE 9A NB (NORTH OF OLD SAW MILL RIVER ROAD AND SOUTH OF BELMONT ROAD)
Latitude: 0' 0.0000 Undefined

Start Time	Mon 06-May-19	Tue 07-May-19	Wed 08-May-19	Thu 09-May-19	Fri 10-May-19	Average Day	Sat 11-May-19	Sun 12-May-19	Week Average
12:00 AM	29	42	47	44	*	40	*	*	40
01:00	11	22	25	36	*	24	*	*	24
02:00	9	22	22	23	*	19	*	*	19
03:00	22	39	26	27	*	28	*	*	28
04:00	57	53	54	66	*	58	*	*	58
05:00	78	85	92	73	*	82	*	*	82
06:00	205	238	254	247	*	236	*	*	236
07:00	395	487	444	478	*	451	*	*	451
08:00	**601**	**619**	**599**	**642**	*	**615**	*	*	**615**
09:00	490	537	570	635	*	558	*	*	558
10:00	521	559	568	*	*	549	*	*	549
11:00	584	598	557	*	*	580	*	*	580
12:00 PM	582	606	658	*	*	615	*	*	615
01:00	629	679	585	*	*	631	*	*	631
02:00	667	703	752	*	*	707	*	*	707
03:00	734	775	762	*	*	757	*	*	757
04:00	933	900	954	*	*	929	*	*	929
05:00	**1212**	**1237**	**1211**	*	*	**1220**	*	*	**1220**
06:00	738	701	694	*	*	711	*	*	711
07:00	449	451	468	*	*	456	*	*	456
08:00	299	326	331	*	*	319	*	*	319
09:00	215	260	273	*	*	249	*	*	249
10:00	157	192	177	*	*	175	*	*	175
11:00	84	112	91	*	*	96	*	*	96
Day Total	9701	10243	10214	2271	0	10105	0	0	10105
% Avg. WkDay	96.0%	101.4%	101.1%	22.5%	0.0%				
% Avg. Week	96.0%	101.4%	101.1%	22.5%	0.0%	100.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	08:00	-	08:00	-	-	08:00
Vol.	601	619	599	642	-	615	-	-	615
PM Peak	17:00	17:00	17:00	-	-	17:00	-	-	17:00
Vol.	1212	1237	1211	-	-	1220	-	-	1220

Grand Total	9701	10243	16970	12382	10626	20325	6814	4568	18362
ADT		ADT 9,039		AADT 9,039					

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 8-BRADHURST_AVE__AT_SPRAIN_BOOK_SB_ON_OFF_RAMPS-WED_650907_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BRADHURST AVE From North					From East					BRADHURST AVE From South					SPRAIN BOOK PKWY SB ON/OFF RAMPS From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	51	66	0	0	117	0	0	0	0	0	0	13	0	0	13	130	0	3	0	133	263
06:45 AM	65	83	0	0	148	0	0	0	0	0	0	21	0	0	21	146	0	5	0	151	320
Total	116	149	0	0	265	0	0	0	0	0	0	34	0	0	34	276	0	8	0	284	583
07:00 AM	77	56	0	0	133	0	0	0	0	0	0	18	0	0	18	55	0	5	0	60	211
07:15 AM	80	72	0	0	152	0	0	0	0	0	0	37	0	0	37	84	0	5	0	89	278
07:30 AM	87	104	0	2	193	0	0	0	0	0	0	43	0	0	43	93	0	7	0	100	336
07:45 AM	99	132	0	0	231	0	0	0	0	0	0	29	0	0	29	111	0	11	0	122	382
Total	343	364	0	2	709	0	0	0	0	0	0	127	0	0	127	343	0	28	0	371	1207
08:00 AM	107	109	0	0	216	0	0	0	0	0	0	55	1	0	56	95	0	10	0	105	377
08:15 AM	93	103	0	0	196	0	0	0	0	0	0	42	0	0	42	101	0	8	0	109	347
08:30 AM	76	93	0	0	169	0	0	0	0	0	0	36	1	0	37	96	0	8	0	104	310
08:45 AM	80	102	0	0	182	0	0	0	0	0	0	43	1	0	44	100	0	5	0	105	331
Total	356	407	0	0	763	0	0	0	0	0	0	176	3	0	179	392	0	31	0	423	1365
09:00 AM	57	69	0	0	126	0	0	0	0	0	0	44	0	0	44	100	0	8	0	108	278
09:15 AM	51	65	0	0	116	0	0	0	0	0	0	34	0	0	34	75	0	6	0	81	231
Grand Total	923	1054	0	2	1979	0	0	0	0	0	0	415	3	0	418	1186	0	81	0	1267	3664
Apprch %	46.6	53.3	0	0.1		0	0	0	0		0	99.3	0.7	0		93.6	0	6.4	0		
Total %	25.2	28.8	0	0.1	54	0	0	0	0	0	0	11.3	0.1	0	11.4	32.4	0	2.2	0	34.6	
Lights	886	975	0	0	1861	0	0	0	0	0	0	365	2	0	367	1179	0	80	0	1259	3487
% Lights	96	92.5	0	0	94	0	0	0	0	0	0	88	66.7	0	87.8	99.4	0	98.8	0	99.4	95.2
Buses	36	17	0	0	53	0	0	0	0	0	0	8	1	0	9	6	0	0	0	6	68
% Buses	3.9	1.6	0	0	2.7	0	0	0	0	0	0	1.9	33.3	0	2.2	0.5	0	0	0	0.5	1.9
Trucks	1	62	0	0	63	0	0	0	0	0	0	42	0	0	42	1	0	1	0	2	107
% Trucks	0.1	5.9	0	0	3.2	0	0	0	0	0	0	10.1	0	0	10	0.1	0	1.2	0	0.2	2.9
Pedestrians	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Pedestrians	0	0	0	100	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 8-BRADHURST_AVE__AT_SPRAIN_BOOK_SB_ON_OFF_RAMPS-WED_650907_05-01-2019
Site Code :
Start Date : 5/1/2019

	BRADHURST AVE From North					From East					BRADHURST AVE From South					SPRAIN BOOK PKWY SB ON/OFF RAMPS From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**107**	**109**	0	0	**216**	0	0	0	0	0	0	**55**	**1**	0	**56**	95	0	**10**	0	105	**377**
08:15 AM	93	103	0	0	196	0	0	0	0	0	0	42	0	0	42	**101**	0	8	0	**109**	347
08:30 AM	76	93	0	0	169	0	0	0	0	0	0	36	1	0	37	96	0	8	0	104	310
08:45 AM	80	102	0	0	182	0	0	0	0	0	0	43	1	0	44	100	0	5	0	105	331
Total Volume	356	407	0	0	763	0	0	0	0	0	0	176	3	0	179	392	0	31	0	423	1365
% App. Total	46.7	53.3	0	0		0	0	0	0		0	98.3	1.7	0		92.7	0	7.3	0		
PHF	.832	.933	.000	.000	.883	.000	.000	.000	.000	.000	.000	.800	.750	.000	.799	.970	.000	.775	.000	.970	.905
Lights	332	369	0	0	701	0	0	0	0	0	0	161	2	0	163	388	0	30	0	418	1282
% Lights	93.3	90.7	0	0	91.9	0	0	0	0	0	0	91.5	66.7	0	91.1	99.0	0	96.8	0	98.8	93.9
Buses	23	11	0	0	34	0	0	0	0	0	0	4	1	0	5	4	0	0	0	4	43
% Buses	6.5	2.7	0	0	4.5	0	0	0	0	0	0	2.3	33.3	0	2.8	1.0	0	0	0	0.9	3.2
Trucks	1	27	0	0	28	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	40
% Trucks	0.3	6.6	0	0	3.7	0	0	0	0	0	0	6.3	0	0	6.1	0	0	3.2	0	0.2	2.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 8-BRADHURST_AVE__AT_SPRAIN_BOOK_SB_ON_OFF_RAMPS-WED_650907_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BRADHURST AVE From North					From East					BRADHURST AVE From South					SPRAIN BOOK PKWY SB ON/OFF RAMPS From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	24	44	0	0	68	0	0	0	0	0	0	49	0	0	49	17	0	2	0	19	136
02:15 PM	48	45	0	0	93	0	0	0	0	0	0	41	1	0	42	25	0	5	0	30	165
02:30 PM	49	41	0	0	90	0	0	0	0	0	0	56	0	0	56	38	0	6	1	45	191
02:45 PM	48	30	0	0	78	0	0	0	0	0	0	68	2	0	70	35	0	7	0	42	190
Total	169	160	0	0	329	0	0	0	0	0	0	214	3	0	217	115	0	20	1	136	682
03:00 PM	64	44	0	0	108	0	0	0	0	0	0	59	0	0	59	18	0	2	0	20	187
03:15 PM	93	25	0	0	118	0	0	0	0	0	0	83	1	0	84	25	0	6	0	31	233
03:30 PM	83	30	0	0	113	0	0	0	0	0	0	87	1	0	88	19	0	8	0	27	228
03:45 PM	61	29	0	0	90	0	0	0	0	0	0	91	0	0	91	16	0	5	0	21	202
Total	301	128	0	0	429	0	0	0	0	0	0	320	2	0	322	78	0	21	0	99	850
04:00 PM	80	35	0	0	115	0	0	0	0	0	0	89	0	0	89	17	0	2	0	19	223
04:15 PM	70	23	0	0	93	0	0	0	0	0	0	81	1	0	82	12	0	9	0	21	196
04:30 PM	91	21	0	0	112	0	0	0	0	0	0	96	0	0	96	21	0	5	0	26	234
04:45 PM	71	18	0	0	89	0	0	0	0	0	0	105	0	0	105	21	0	5	0	26	220
Total	312	97	0	0	409	0	0	0	0	0	0	371	1	0	372	71	0	21	0	92	873
05:00 PM	105	28	0	0	133	0	0	0	0	0	0	104	0	0	104	20	0	4	0	24	261
05:15 PM	101	28	0	0	129	0	0	0	0	0	0	143	1	0	144	14	0	6	0	20	293
05:30 PM	71	18	0	0	89	0	0	0	0	0	0	152	0	0	152	22	0	7	0	29	270
05:45 PM	49	21	0	0	70	0	0	0	0	0	0	116	1	0	117	15	0	5	0	20	207
Total	326	95	0	0	421	0	0	0	0	0	0	515	2	0	517	71	0	22	0	93	1031
06:00 PM	68	34	0	0	102	0	0	0	0	0	0	55	0	0	55	25	0	6	0	31	188
06:15 PM	47	22	0	0	69	0	0	0	0	0	0	43	0	0	43	18	0	7	0	25	137
Grand Total	1223	536	0	0	1759	0	0	0	0	0	0	1518	8	0	1526	378	0	97	1	476	3761
Apprch %	69.5	30.5	0	0		0	0	0	0		0	99.5	0.5	0		79.4	0	20.4	0.2		
Total %	32.5	14.3	0	0	46.8	0	0	0	0	0	0	40.4	0.2	0	40.6	10.1	0	2.6	0	12.7	
Lights	1185	480	0	0	1665	0	0	0	0	0	0	1443	8	0	1451	370	0	96	0	466	3582
% Lights	96.9	89.6	0	0	94.7	0	0	0	0	0	0	95.1	100	0	95.1	97.9	0	99	0	97.9	95.2
Buses	36	10	0	0	46	0	0	0	0	0	0	16	0	0	16	6	0	1	0	7	69
% Buses	2.9	1.9	0	0	2.6	0	0	0	0	0	0	1.1	0	0	1	1.6	0	1	0	1.5	1.8
Trucks	2	46	0	0	48	0	0	0	0	0	0	59	0	0	59	2	0	0	0	2	109
% Trucks	0.2	8.6	0	0	2.7	0	0	0	0	0	0	3.9	0	0	3.9	0.5	0	0	0	0.4	2.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.2	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 8-BRADHURST_AVE__AT_SPRAIN_BOOK_SB_ON_OFF_RAMPS-WED_650907_05-01-2019
Site Code :
Start Date : 5/1/2019

	BRADHURST AVE From North					From East					BRADHURST AVE From South					SPRAIN BOOK PKWY SB ON/OFF RAMPS From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**105**	**28**	0	0	**133**	0	0	0	0	0	0	104	0	0	104	20	0	4	0	24	261
05:15 PM	101	28	0	0	129	0	0	0	0	0	0	143	**1**	0	144	14	0	6	0	20	**293**
05:30 PM	71	18	0	0	89	0	0	0	0	0	0	**152**	0	0	**152**	**22**	0	**7**	0	**29**	270
05:45 PM	49	21	0	0	70	0	0	0	0	0	0	116	1	0	117	15	0	5	0	20	207
Total Volume	326	95	0	0	421	0	0	0	0	0	0	515	2	0	517	71	0	22	0	93	1031
% App. Total	77.4	22.6	0	0		0	0	0	0		0	99.6	0.4	0		76.3	0	23.7	0		
PHF	.776	.848	.000	.000	.791	.000	.000	.000	.000	.000	.000	.847	.500	.000	.850	.807	.000	.786	.000	.802	.880
Lights	325	89	0	0	414	0	0	0	0	0	0	504	2	0	506	71	0	21	0	92	1012
% Lights	99.7	93.7	0	0	98.3	0	0	0	0	0	0	97.9	100	0	97.9	100	0	95.5	0	98.9	98.2
Buses	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
% Buses	0.3	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	4.5	0	1.1	0.2
Trucks	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	17
% Trucks	0	6.3	0	0	1.4	0	0	0	0	0	0	2.1	0	0	2.1	0	0	0	0	0	1.6
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 7-BRADHURST_AVE_AT_SPRAIN_BOOK_PKWY_NB_ON_RAMP-_WED_650905_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BRADHURST AVE From North					From East					BRADHURST AVE From South					SPRAIN BOOK PKWY NB ON RAMP From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	1	203	0	0	204	0	0	0	0	0	0	21	7	1	29	0	0	0	0	0	233
06:45 AM	1	213	0	0	214	0	0	0	0	0	0	22	5	0	27	0	0	0	0	0	241
Total	2	416	0	0	418	0	0	0	0	0	0	43	12	1	56	0	0	0	0	0	474
07:00 AM	4	104	0	0	108	0	0	0	0	0	0	26	26	0	52	0	0	0	0	0	160
07:15 AM	4	158	0	0	162	0	0	0	0	0	0	45	14	0	59	0	0	0	0	0	221
07:30 AM	5	190	0	0	195	0	0	0	0	0	0	41	31	0	72	0	0	0	0	0	267
07:45 AM	3	233	0	0	236	0	0	0	0	0	0	30	26	0	56	0	0	0	1	1	293
Total	16	685	0	0	701	0	0	0	0	0	0	142	97	0	239	0	0	0	1	1	941
08:00 AM	5	201	0	0	206	0	0	0	0	0	0	61	33	0	94	0	0	0	0	0	300
08:15 AM	5	209	0	0	214	0	0	0	0	0	0	43	16	0	59	0	0	0	0	0	273
08:30 AM	3	178	0	0	181	0	0	0	0	0	0	40	23	0	63	0	0	0	0	0	244
08:45 AM	7	192	0	0	199	0	0	0	0	0	0	47	8	0	55	0	0	0	0	0	254
Total	20	780	0	0	800	0	0	0	0	0	0	191	80	0	271	0	0	0	0	0	1071
09:00 AM	4	170	0	0	174	0	0	0	0	0	0	46	16	0	62	0	0	0	0	0	236
09:15 AM	1	131	0	0	132	0	0	0	0	0	0	33	10	0	43	0	0	0	0	0	175
Grand Total	43	2182	0	0	2225	0	0	0	0	0	0	455	215	1	671	0	0	0	1	1	2897
Apprch %	1.9	98.1	0	0		0	0	0	0		0	67.8	32	0.1		0	0	0	100		
Total %	1.5	75.3	0	0	76.8	0	0	0	0	0	0	15.7	7.4	0	23.2	0	0	0	0	0	
Lights	40	2100	0	0	2140	0	0	0	0	0	0	406	209	0	615	0	0	0	0	0	2755
% Lights	93	96.2	0	0	96.2	0	0	0	0	0	0	89.2	97.2	0	91.7	0	0	0	0	0	95.1
Buses	2	23	0	0	25	0	0	0	0	0	0	7	6	0	13	0	0	0	0	0	38
% Buses	4.7	1.1	0	0	1.1	0	0	0	0	0	0	1.5	2.8	0	1.9	0	0	0	0	0	1.3
Trucks	1	59	0	0	60	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	102
% Trucks	2.3	2.7	0	0	2.7	0	0	0	0	0	0	9.2	0	0	6.3	0	0	0	0	0	3.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.1	0	0	0	100	100	0.1

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 7-BRADHURST_AVE_AT_SPRAIN_BOOK_PKWY_NB_ON_RAMP-_WED_650905_05-01-2019
Site Code :
Start Date : 5/1/2019

	BRADHURST AVE From North					From East					BRADHURST AVE From South					SPRAIN BOOK PKWY NB ON RAMP From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	5	201	0	0	206	0	0	0	0	0	0	**61**	**33**	0	**94**	0	0	0	0	0	**300**
08:15 AM	5	**209**	0	0	**214**	0	0	0	0	0	0	43	16	0	59	0	0	0	0	0	273
08:30 AM	3	178	0	0	181	0	0	0	0	0	0	40	23	0	63	0	0	0	0	0	244
08:45 AM	**7**	192	0	0	199	0	0	0	0	0	0	47	8	0	55	0	0	0	0	0	254
Total Volume	20	780	0	0	800	0	0	0	0	0	0	191	80	0	271	0	0	0	0	0	1071
% App. Total	2.5	97.5	0	0		0	0	0	0		0	70.5	29.5	0		0	0	0	0		
PHF	.714	.933	.000	.000	.935	.000	.000	.000	.000	.000	.000	.783	.606	.000	.721	.000	.000	.000	.000	.000	.893
Lights	20	736	0	0	756	0	0	0	0	0	0	174	76	0	250	0	0	0	0	0	1006
% Lights	100	94.4	0	0	94.5	0	0	0	0	0	0	91.1	95.0	0	92.3	0	0	0	0	0	93.9
Buses	0	16	0	0	16	0	0	0	0	0	0	4	4	0	8	0	0	0	0	0	24
% Buses	0	2.1	0	0	2.0	0	0	0	0	0	0	2.1	5.0	0	3.0	0	0	0	0	0	2.2
Trucks	0	28	0	0	28	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	41
% Trucks	0	3.6	0	0	3.5	0	0	0	0	0	0	6.8	0	0	4.8	0	0	0	0	0	3.8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 7-BRADHURST_AVE_AT_SPRAIN_BOOK_PKWY_NB_ON_RAMP-_WED_650905_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BRADHURST AVE From North					From East					BRADHURST AVE From South					SPRAIN BOOK PKWY NB ON RAMP From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	9	57	0	0	66	0	0	0	0	0	0	58	39	0	97	0	0	0	0	0	163
02:15 PM	5	65	0	0	70	0	0	0	0	0	0	41	41	0	82	0	0	0	1	1	153
02:30 PM	9	74	0	0	83	0	0	0	0	0	0	61	53	0	114	0	0	0	0	0	197
02:45 PM	8	57	0	0	65	0	0	0	0	0	0	62	63	0	125	0	0	0	0	0	190
Total	31	253	0	0	284	0	0	0	0	0	0	222	196	0	418	0	0	0	1	1	703
03:00 PM	19	44	0	0	63	0	0	0	0	0	0	61	115	0	176	0	0	0	0	0	239
03:15 PM	3	54	0	0	57	0	0	0	0	0	0	84	96	0	180	0	0	0	0	0	237
03:30 PM	7	39	0	0	46	0	0	0	0	0	0	84	89	0	173	0	0	0	0	0	219
03:45 PM	4	42	0	0	46	0	0	0	0	0	0	91	63	0	154	0	0	0	0	0	200
Total	33	179	0	0	212	0	0	0	0	0	0	320	363	0	683	0	0	0	0	0	895
04:00 PM	8	44	0	0	52	0	0	0	0	0	0	93	100	0	193	0	0	0	0	0	245
04:15 PM	3	44	0	0	47	0	0	0	0	0	0	81	98	0	179	0	0	0	0	0	226
04:30 PM	6	37	0	0	43	0	0	0	0	0	0	98	96	0	194	0	0	0	0	0	237
04:45 PM	2	37	0	0	39	0	0	0	0	0	0	107	63	0	170	0	0	0	0	0	209
Total	19	162	0	0	181	0	0	0	0	0	0	379	357	0	736	0	0	0	0	0	917
05:00 PM	5	43	0	0	48	0	0	0	0	0	0	104	100	0	204	0	0	0	0	0	252
05:15 PM	1	40	0	0	41	0	0	0	0	0	0	136	54	0	190	0	0	0	0	0	231
05:30 PM	4	36	0	0	40	0	0	0	0	0	0	156	58	0	214	0	0	0	0	0	254
05:45 PM	5	32	0	0	37	0	0	0	0	0	0	109	36	0	145	0	0	0	0	0	182
Total	15	151	0	0	166	0	0	0	0	0	0	505	248	0	753	0	0	0	0	0	919
06:00 PM	4	54	0	0	58	0	0	0	0	0	0	55	42	0	97	0	0	0	0	0	155
06:15 PM	1	48	0	0	49	0	0	0	0	0	0	41	50	0	91	0	0	0	0	0	140
Grand Total	103	847	0	0	950	0	0	0	0	0	0	1522	1256	0	2778	0	0	0	1	1	3729
Apprch %	10.8	89.2	0	0		0	0	0	0		0	54.8	45.2	0		0	0	0	100		
Total %	2.8	22.7	0	0	25.5	0	0	0	0	0	0	40.8	33.7	0	74.5	0	0	0	0	0	
Lights	102	789	0	0	891	0	0	0	0	0	0	1441	1248	0	2689	0	0	0	0	0	3580
% Lights	99	93.2	0	0	93.8	0	0	0	0	0	0	94.7	99.4	0	96.8	0	0	0	0	0	96
Buses	1	17	0	0	18	0	0	0	0	0	0	21	7	0	28	0	0	0	0	0	46
% Buses	1	2	0	0	1.9	0	0	0	0	0	0	1.4	0.6	0	1	0	0	0	0	0	1.2
Trucks	0	41	0	0	41	0	0	0	0	0	0	60	1	0	61	0	0	0	0	0	102
% Trucks	0	4.8	0	0	4.3	0	0	0	0	0	0	3.9	0.1	0	2.2	0	0	0	0	0	2.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 7-BRADHURST_AVE_AT_SPRAIN_BOOK_PKWY_NB_ON_RAMP-_WED_650905_05-01-2019
Site Code :
Start Date : 5/1/2019

	BRADHURST AVE From North					From East					BRADHURST AVE From South					SPRAIN BOOK PKWY NB ON RAMP From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**5**	**43**	0	0	**48**	0	0	0	0	0	0	104	**100**	0	204	0	0	0	0	0	252
05:15 PM	1	40	0	0	41	0	0	0	0	0	0	136	54	0	190	0	0	0	0	0	231
05:30 PM	4	36	0	0	40	0	0	0	0	0	0	**156**	58	0	**214**	0	0	0	0	0	**254**
05:45 PM	5	32	0	0	37	0	0	0	0	0	0	109	36	0	145	0	0	0	0	0	182
Total Volume	15	151	0	0	166	0	0	0	0	0	0	505	248	0	753	0	0	0	0	0	919
% App. Total	9	91	0	0		0	0	0	0		0	67.1	32.9	0		0	0	0	0		
PHF	.750	.878	.000	.000	.865	.000	.000	.000	.000	.000	.000	.809	.620	.000	.880	.000	.000	.000	.000	.000	.905
Lights	15	142	0	0	157	0	0	0	0	0	0	498	247	0	745	0	0	0	0	0	902
% Lights	100	94.0	0	0	94.6	0	0	0	0	0	0	98.6	99.6	0	98.9	0	0	0	0	0	98.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	9	0	0	9	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	17
% Trucks	0	6.0	0	0	5.4	0	0	0	0	0	0	1.4	0.4	0	1.1	0	0	0	0	0	1.8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 3-BRANDHURST_AVE_AT_HOSPITAL_RD-_WE_650895_05-01-2019
Site Code :
Start Date : 5/1/2019

Groups Printed- Lights - Buses - Trucks - Pedestrians

	DRADHURST AVE From North					From East					DRADHURST AVE From South					HOSPITAL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	162	25	0	0	187	0	0	0	0	0	0	6	4	0	10	6	0	22	0	28	225
06:45 AM	183	46	0	0	229	0	0	0	0	0	0	12	5	0	17	19	0	17	0	36	282
Total	345	71	0	0	416	0	0	0	0	0	0	18	9	0	27	25	0	39	0	64	507
07:00 AM	55	49	0	0	104	0	0	0	0	0	0	12	1	0	13	19	0	37	0	56	173
07:15 AM	90	65	0	0	155	0	0	0	0	0	0	14	4	0	18	36	0	46	0	82	255
07:30 AM	82	98	0	0	180	0	0	0	0	0	0	20	7	0	27	48	0	55	0	103	310
07:45 AM	107	117	0	0	224	0	0	0	0	0	0	7	10	0	17	70	0	47	0	117	358
Total	334	329	0	0	663	0	0	0	0	0	0	53	22	0	75	173	0	185	0	358	1096
08:00 AM	102	115	0	0	217	0	0	0	0	0	0	32	7	0	39	59	0	63	0	122	378
08:15 AM	88	115	0	0	203	0	0	0	0	0	0	18	24	0	42	84	0	43	0	127	372
08:30 AM	83	104	0	0	187	0	0	0	0	0	0	19	20	0	39	65	0	41	0	106	332
08:45 AM	81	99	0	0	180	0	0	0	0	0	0	10	14	0	24	59	0	48	0	107	311
Total	354	433	0	0	787	0	0	0	0	0	0	79	65	0	144	267	0	195	0	462	1393
09:00 AM	72	105	0	0	177	0	0	0	0	0	0	29	16	0	45	68	0	31	0	99	321
09:15 AM	53	70	0	0	123	0	0	0	0	0	0	14	20	0	34	42	0	28	0	70	227
Grand Total	1158	1008	0	0	2166	0	0	0	0	0	0	193	132	0	325	575	0	478	0	1053	3544
Apprch %	53.5	46.5	0	0		0	0	0	0		0	59.4	40.6	0		54.6	0	45.4	0		
Total %	32.7	28.4	0	0	61.1	0	0	0	0	0	0	5.4	3.7	0	9.2	16.2	0	13.5	0	29.7	
Lights	1150	936	0	0	2086	0	0	0	0	0	0	145	100	0	245	524	0	469	0	993	3324
% Lights	99.3	92.9	0	0	96.3	0	0	0	0	0	0	75.1	75.8	0	75.4	91.1	0	98.1	0	94.3	93.8
Buses	1	22	0	0	23	0	0	0	0	0	0	10	28	0	38	49	0	5	0	54	115
% Buses	0.1	2.2	0	0	1.1	0	0	0	0	0	0	5.2	21.2	0	11.7	8.5	0	1	0	5.1	3.2
Trucks	7	50	0	0	57	0	0	0	0	0	0	38	4	0	42	2	0	4	0	6	105
% Trucks	0.6	5	0	0	2.6	0	0	0	0	0	0	19.7	3	0	12.9	0.3	0	0.8	0	0.6	3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 3-BRANDHURST_AVE_AT_HOSPITAL_RD-_WE_650895_05-01-2019
Site Code :
Start Date : 5/1/2019

	DRADHURST AVE From North					From East					DRADHURST AVE From South					HOSPITAL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**102**	**115**	0	0	**217**	0	0	0	0	0	0	**32**	7	0	39	59	0	**63**	0	122	**378**
08:15 AM	88	115	0	0	203	0	0	0	0	0	0	18	**24**	0	**42**	**84**	0	43	0	**127**	372
08:30 AM	83	104	0	0	187	0	0	0	0	0	0	19	20	0	39	65	0	41	0	106	332
08:45 AM	81	99	0	0	180	0	0	0	0	0	0	10	14	0	24	59	0	48	0	107	311
Total Volume	354	433	0	0	787	0	0	0	0	0	0	79	65	0	144	267	0	195	0	462	1393
% App. Total	45	55	0	0		0	0	0	0		0	54.9	45.1	0		57.8	0	42.2	0		
PHF	.868	.941	.000	.000	.907	.000	.000	.000	.000	.000	.000	.617	.677	.000	.857	.795	.000	.774	.000	.909	.921
Lights	352	397	0	0	749	0	0	0	0	0	0	62	39	0	101	234	0	190	0	424	1274
% Lights	99.4	91.7	0	0	95.2	0	0	0	0	0	0	78.5	60.0	0	70.1	87.6	0	97.4	0	91.8	91.5
Buses	0	12	0	0	12	0	0	0	0	0	0	7	26	0	33	32	0	3	0	35	80
% Buses	0	2.8	0	0	1.5	0	0	0	0	0	0	8.9	40.0	0	22.9	12.0	0	1.5	0	7.6	5.7
Trucks	2	24	0	0	26	0	0	0	0	0	0	10	0	0	10	1	0	2	0	3	39
% Trucks	0.6	5.5	0	0	3.3	0	0	0	0	0	0	12.7	0	0	6.9	0.4	0	1.0	0	0.6	2.8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 3-BRANDHURST_AVE_AT_HOSPITAL_RD-_WE_650895_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	DRADHURST AVE From North					From East					DRADHURST AVE From South					HOSPITAL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	20	30	0	0	50	0	0	0	0	0	0	41	30	0	71	43	0	51	0	94	215
02:15 PM	35	33	0	0	68	0	0	0	0	0	0	29	26	0	55	31	0	53	1	85	208
02:30 PM	35	30	0	0	65	0	0	0	0	0	0	40	50	0	90	31	0	75	0	106	261
02:45 PM	31	27	0	0	58	0	0	0	0	0	0	44	31	0	75	13	0	86	0	99	232
Total	121	120	0	0	241	0	0	0	0	0	0	154	137	0	291	118	0	265	1	384	916
03:00 PM	21	29	0	0	50	0	0	0	0	0	0	41	41	0	82	30	0	127	0	157	289
03:15 PM	25	22	0	0	47	0	0	0	0	0	0	52	40	0	92	24	0	126	0	150	289
03:30 PM	30	16	0	0	46	0	0	0	0	0	0	67	62	0	129	28	0	115	0	143	318
03:45 PM	21	19	0	0	40	0	0	0	0	0	0	49	20	0	69	20	0	103	0	123	232
Total	97	86	0	0	183	0	0	0	0	0	0	209	163	0	372	102	0	471	0	573	1128
04:00 PM	20	20	0	0	40	0	0	0	0	0	0	71	32	0	103	23	0	113	0	136	279
04:15 PM	26	15	0	0	41	0	0	0	0	0	0	74	39	0	113	16	0	104	0	120	274
04:30 PM	25	16	0	0	41	0	0	0	0	0	0	75	47	0	122	12	0	119	0	131	294
04:45 PM	20	17	0	0	37	0	0	0	0	0	0	55	39	0	94	12	0	117	0	129	260
Total	91	68	0	0	159	0	0	0	0	0	0	275	157	0	432	63	0	453	0	516	1107
05:00 PM	22	17	0	0	39	0	0	0	0	0	0	66	76	0	142	18	0	139	0	157	338
05:15 PM	19	22	0	0	41	0	0	0	0	0	0	65	44	0	109	15	0	130	0	145	295
05:30 PM	17	21	0	0	38	0	0	0	0	0	0	63	32	0	95	13	0	148	0	161	294
05:45 PM	13	20	0	0	33	0	0	0	0	0	0	44	25	0	69	8	0	104	0	112	214
Total	71	80	0	0	151	0	0	0	0	0	0	238	177	0	415	54	0	521	0	575	1141
06:00 PM	30	24	0	0	54	0	0	0	0	0	0	19	14	0	33	9	0	79	0	88	175
06:15 PM	19	17	0	0	36	0	0	0	0	0	0	20	13	0	33	5	0	73	0	78	147
Grand Total	429	395	0	0	824	0	0	0	0	0	0	915	661	0	1576	351	0	1862	1	2214	4614
Apprch %	52.1	47.9	0	0		0	0	0	0		0	58.1	41.9	0		15.9	0	84.1	0		
Total %	9.3	8.6	0	0	17.9	0	0	0	0	0	0	19.8	14.3	0	34.2	7.6	0	40.4	0	48	
Lights	420	349	0	0	769	0	0	0	0	0	0	848	607	0	1455	294	0	1850	0	2144	4368
% Lights	97.9	88.4	0	0	93.3	0	0	0	0	0	0	92.7	91.8	0	92.3	83.8	0	99.4	0	96.8	94.7
Buses	3	12	0	0	15	0	0	0	0	0	0	15	49	0	64	54	0	6	0	60	139
% Buses	0.7	3	0	0	1.8	0	0	0	0	0	0	1.6	7.4	0	4.1	15.4	0	0.3	0	2.7	3
Trucks	6	34	0	0	40	0	0	0	0	0	0	52	5	0	57	3	0	6	0	9	106
% Trucks	1.4	8.6	0	0	4.9	0	0	0	0	0	0	5.7	0.8	0	3.6	0.9	0	0.3	0	0.4	2.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 3-BRANDHURST_AVE_AT_HOSPITAL_RD-_WE_650895_05-01-2019
Site Code :
Start Date : 5/1/2019

	DRADHURST AVE From North					From East					DRADHURST AVE From South					HOSPITAL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**22**	17	0	0	39	0	0	0	0	0	0	**66**	**76**	0	**142**	**18**	0	139	0	157	**338**
05:15 PM	19	**22**	0	0	**41**	0	0	0	0	0	0	65	44	0	109	15	0	130	0	145	295
05:30 PM	17	21	0	0	38	0	0	0	0	0	0	63	32	0	95	13	0	**148**	0	**161**	294
05:45 PM	13	20	0	0	33	0	0	0	0	0	0	44	25	0	69	8	0	104	0	112	214
Total Volume	71	80	0	0	151	0	0	0	0	0	0	238	177	0	415	54	0	521	0	575	1141
% App. Total	47	53	0	0		0	0	0	0		0	57.3	42.7	0		9.4	0	90.6	0		
PHF	.807	.909	.000	.000	.921	.000	.000	.000	.000	.000	.000	.902	.582	.000	.731	.750	.000	.880	.000	.893	.844
Lights	70	74	0	0	144	0	0	0	0	0	0	228	171	0	399	43	0	519	0	562	1105
% Lights	98.6	92.5	0	0	95.4	0	0	0	0	0	0	95.8	96.6	0	96.1	79.6	0	99.6	0	97.7	96.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	9	0	0	0	9	14
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	2.8	0	1.2	16.7	0	0	0	1.6	1.2
Trucks	1	6	0	0	7	0	0	0	0	0	0	10	1	0	11	2	0	2	0	4	22
% Trucks	1.4	7.5	0	0	4.6	0	0	0	0	0	0	4.2	0.6	0	2.7	3.7	0	0.4	0	0.7	1.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 2.BRADHURST_AVENUE_&_19_BRADHURST_AVENUE_DRIVEWAY_WED_650163_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BRADHURST AV From North					From East					BRADHURST AV From South					DRIVEWAY From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	4	27	0	0	31	0	0	0	0	0	0	10	1	0	11	0	0	1	1	2	44
06:45 AM	23	42	0	0	65	0	0	0	0	0	0	14	3	0	17	0	0	2	0	2	84
Total	27	69	0	0	96	0	0	0	0	0	0	24	4	0	28	0	0	3	1	4	128
07:00 AM	19	48	0	0	67	0	0	0	0	0	0	10	1	0	11	1	0	3	0	4	82
07:15 AM	28	74	0	0	102	0	0	0	0	0	0	21	4	0	25	3	0	1	0	4	131
07:30 AM	50	96	0	0	146	0	0	0	0	0	0	20	5	0	25	0	0	5	1	6	177
07:45 AM	77	109	0	0	186	0	0	0	0	0	0	10	8	0	18	1	0	7	0	8	212
Total	174	327	0	0	501	0	0	0	0	0	0	61	18	0	79	5	0	16	1	22	602
08:00 AM	67	106	0	0	173	0	0	0	0	0	0	27	5	0	32	5	0	11	0	16	221
08:15 AM	85	113	0	0	198	0	0	0	0	0	0	33	11	0	44	2	0	9	0	11	253
08:30 AM	84	85	0	0	169	0	0	0	0	0	0	25	17	0	42	2	0	15	0	17	228
08:45 AM	80	79	0	0	159	0	0	0	0	0	0	12	12	0	24	6	0	12	0	18	201
Total	316	383	0	0	699	0	0	0	0	0	0	97	45	0	142	15	0	47	0	62	903
09:00 AM	89	85	0	0	174	0	0	0	0	0	0	25	6	0	31	3	0	19	2	24	229
09:15 AM	53	59	0	0	112	0	0	0	0	0	0	18	9	0	27	9	0	15	3	27	166
Grand Total	659	923	0	0	1582	0	0	0	0	0	0	225	82	0	307	32	0	100	7	139	2028
Apprch %	41.7	58.3	0	0		0	0	0	0		0	73.3	26.7	0		23	0	71.9	5		
Total %	32.5	45.5	0	0	78	0	0	0	0	0	0	11.1	4	0	15.1	1.6	0	4.9	0.3	6.9	
Lights	652	809	0	0	1461	0	0	0	0	0	0	150	81	0	231	32	0	91	0	123	1815
% Lights	98.9	87.6	0	0	92.4	0	0	0	0	0	0	66.7	98.8	0	75.2	100	0	91	0	88.5	89.5
Buses	7	61	0	0	68	0	0	0	0	0	0	30	0	0	30	0	0	8	0	8	106
% Buses	1.1	6.6	0	0	4.3	0	0	0	0	0	0	13.3	0	0	9.8	0	0	8	0	5.8	5.2
Trucks	0	53	0	0	53	0	0	0	0	0	0	45	1	0	46	0	0	1	0	1	100
% Trucks	0	5.7	0	0	3.4	0	0	0	0	0	0	20	1.2	0	15	0	0	1	0	0.7	4.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	5	0.3

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 2.BRADHURST_AVENUE_&_19_BRADHURST_AVENUE_DRIVEWAY_WED_650163_05-01-2019
Site Code :
Start Date : 5/1/2019

	BRADHURST AV From North					From East					BRADHURST AV From South					DRIVEWAY From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	67	106	0	0	173	0	0	0	0	0	0	27	5	0	32	5	0	11	0	16	221
08:15 AM	**85**	**113**	0	0	**198**	0	0	0	0	0	0	**33**	11	0	**44**	2	0	9	0	11	**253**
08:30 AM	84	85	0	0	169	0	0	0	0	0	0	25	**17**	0	42	2	0	**15**	0	17	228
08:45 AM	80	79	0	0	159	0	0	0	0	0	0	12	12	0	24	**6**	0	12	0	**18**	201
Total Volume	316	383	0	0	699	0	0	0	0	0	0	97	45	0	142	15	0	47	0	62	903
% App. Total	45.2	54.8	0	0		0	0	0	0		0	68.3	31.7	0		24.2	0	75.8	0		
PHF	.929	.847	.000	.000	.883	.000	.000	.000	.000	.000	.000	.735	.662	.000	.807	.625	.000	.783	.000	.861	.892
Lights	312	318	0	0	630	0	0	0	0	0	0	60	45	0	105	15	0	41	0	56	791
% Lights	98.7	83.0	0	0	90.1	0	0	0	0	0	0	61.9	100	0	73.9	100	0	87.2	0	90.3	87.6
Buses	4	39	0	0	43	0	0	0	0	0	0	27	0	0	27	0	0	5	0	5	75
% Buses	1.3	10.2	0	0	6.2	0	0	0	0	0	0	27.8	0	0	19.0	0	0	10.6	0	8.1	8.3
Trucks	0	26	0	0	26	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	37
% Trucks	0	6.8	0	0	3.7	0	0	0	0	0	0	10.3	0	0	7.0	0	0	2.1	0	1.6	4.1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 2.BRADHURST_AVENUE_&_19_BRADHURST_AVENUE_DRIVEWAY_WED_650163_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BRADHURST AV From North					From East					BRADHURST AV From South					DRIVEWAY From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	31	41	0	0	72	0	0	0	0	0	0	43	11	0	54	13	0	31	0	44	170
02:15 PM	34	28	0	0	62	0	0	0	0	0	0	28	8	0	36	15	0	28	0	43	141
02:30 PM	34	29	0	0	63	0	0	0	0	0	0	48	10	0	58	10	0	40	0	50	171
02:45 PM	24	19	0	0	43	0	0	0	0	0	0	38	6	0	44	10	0	33	0	43	130
Total	123	117	0	0	240	0	0	0	0	0	0	157	35	0	192	48	0	132	0	180	612
03:00 PM	32	26	0	0	58	0	0	0	0	0	0	41	6	0	47	14	0	39	0	53	158
03:15 PM	27	20	0	0	47	0	0	0	0	0	0	39	11	0	50	8	0	56	0	64	161
03:30 PM	36	8	0	0	44	0	0	0	0	0	0	83	8	0	91	11	0	44	0	55	190
03:45 PM	18	21	0	0	39	0	0	0	0	0	0	38	6	0	44	11	0	31	0	42	125
Total	113	75	0	0	188	0	0	0	0	0	0	201	31	0	232	44	0	170	0	214	634
04:00 PM	19	24	0	0	43	0	0	0	0	0	0	41	3	0	44	10	0	58	0	68	155
04:15 PM	14	17	0	0	31	0	0	0	0	0	0	63	4	0	67	8	0	52	0	60	158
04:30 PM	9	19	0	0	28	0	0	0	0	0	0	46	4	0	50	11	0	78	0	89	167
04:45 PM	10	18	0	0	28	0	0	0	0	0	0	39	7	0	46	13	0	54	0	67	141
Total	52	78	0	0	130	0	0	0	0	0	0	189	18	0	207	42	0	242	0	284	621
05:00 PM	10	24	0	0	34	0	0	0	0	0	0	42	4	0	46	28	0	114	0	142	222
05:15 PM	11	29	0	0	40	0	0	0	0	0	0	42	4	0	46	14	0	50	0	64	150
05:30 PM	9	25	0	0	34	0	0	0	0	0	0	41	1	0	42	15	0	56	0	71	147
05:45 PM	5	22	0	0	27	0	0	0	0	0	0	37	1	0	38	8	0	35	0	43	108
Total	35	100	0	0	135	0	0	0	0	0	0	162	10	0	172	65	0	255	0	320	627
06:00 PM	5	29	0	0	34	0	0	0	0	0	0	13	2	0	15	5	0	15	0	20	69
06:15 PM	3	20	0	0	23	0	0	0	0	0	0	18	0	0	18	4	0	16	0	20	61
Grand Total	331	419	0	0	750	0	0	0	0	0	0	740	96	0	836	208	0	830	0	1038	2624
Apprch %	44.1	55.9	0	0		0	0	0	0		0	88.5	11.5	0		20	0	80	0		
Total %	12.6	16	0	0	28.6	0	0	0	0	0	0	28.2	3.7	0	31.9	7.9	0	31.6	0	39.6	
Lights	306	348	0	0	654	0	0	0	0	0	0	648	92	0	740	206	0	803	0	1009	2403
% Lights	92.4	83.1	0	0	87.2	0	0	0	0	0	0	87.6	95.8	0	88.5	99	0	96.7	0	97.2	91.6
Buses	23	40	0	0	63	0	0	0	0	0	0	39	3	0	42	1	0	22	0	23	128
% Buses	6.9	9.5	0	0	8.4	0	0	0	0	0	0	5.3	3.1	0	5	0.5	0	2.7	0	2.2	4.9
Trucks	2	31	0	0	33	0	0	0	0	0	0	53	1	0	54	1	0	5	0	6	93
% Trucks	0.6	7.4	0	0	4.4	0	0	0	0	0	0	7.2	1	0	6.5	0.5	0	0.6	0	0.6	3.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 2.BRADHURST_AVENUE_&_19_BRADHURST_AVENUE_DRIVEWAY_WED_650163_05-01-2019
Site Code :
Start Date : 5/1/2019

	BRADHURST AV From North					From East					BRADHURST AV From South					DRIVEWAY From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	10	24	0	0	34	0	0	0	0	0	0	**42**	**4**	0	**46**	**28**	0	**114**	0	**142**	**222**
05:15 PM	**11**	**29**	0	0	**40**	0	0	0	0	0	0	42	4	0	46	14	0	50	0	64	150
05:30 PM	9	25	0	0	34	0	0	0	0	0	0	41	1	0	42	15	0	56	0	71	147
05:45 PM	5	22	0	0	27	0	0	0	0	0	0	37	1	0	38	8	0	35	0	43	108
Total Volume	35	100	0	0	135	0	0	0	0	0	0	162	10	0	172	65	0	255	0	320	627
% App. Total	25.9	74.1	0	0		0	0	0	0		0	94.2	5.8	0		20.3	0	79.7	0		
PHF	.795	.862	.000	.000	.844	.000	.000	.000	.000	.000	.000	.964	.625	.000	.935	.580	.000	.559	.000	.563	.706
Lights	28	91	0	0	119	0	0	0	0	0	0	153	9	0	162	65	0	249	0	314	595
% Lights	80.0	91.0	0	0	88.1	0	0	0	0	0	0	94.4	90.0	0	94.2	100	0	97.6	0	98.1	94.9
Buses	5	3	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	13
% Buses	14.3	3.0	0	0	5.9	0	0	0	0	0	0	0	0	0	0	0	0	2.0	0	1.6	2.1
Trucks	2	6	0	0	8	0	0	0	0	0	0	9	1	0	10	0	0	1	0	1	19
% Trucks	5.7	6.0	0	0	5.9	0	0	0	0	0	0	5.6	10.0	0	5.8	0	0	0.4	0	0.3	3.0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 4-HOSPITAL_RD_ATSPRAIN_BOOK_PRWY_NB_OFF_RAMP-_WED_650898_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					HOSPITAL RD From East					SPRAIN BOOK PKWY OFF RAMP From South					HOSPITAL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	173	0	0	173	18	0	103	0	121	0	11	0	0	11	305
06:45 AM	0	0	0	0	0	0	183	0	0	183	26	0	139	1	166	0	11	0	0	11	360
Total	0	0	0	0	0	0	356	0	0	356	44	0	242	1	287	0	22	0	0	22	665
07:00 AM	0	0	0	0	0	0	53	0	0	53	25	0	65	0	90	0	32	0	0	32	175
07:15 AM	0	0	0	0	0	0	93	0	0	93	64	0	73	1	138	0	20	0	0	20	251
07:30 AM	0	0	0	0	0	0	95	0	0	95	55	0	73	2	130	0	46	0	0	46	271
07:45 AM	0	0	0	0	0	0	112	0	0	112	74	0	120	2	196	0	46	0	0	46	354
Total	0	0	0	0	0	0	353	0	0	353	218	0	331	5	554	0	144	0	0	144	1051
08:00 AM	0	0	0	0	0	0	106	0	0	106	82	0	96	2	180	0	40	0	0	40	326
08:15 AM	0	0	0	0	0	0	111	0	0	111	94	0	84	0	178	0	35	0	0	35	324
08:30 AM	0	0	0	0	0	0	102	0	0	102	71	0	88	0	159	0	34	0	0	34	295
08:45 AM	0	0	0	0	0	0	96	0	0	96	70	0	99	0	169	0	35	0	0	35	300
Total	0	0	0	0	0	0	415	0	0	415	317	0	367	2	686	0	144	0	0	144	1245
09:00 AM	0	0	0	0	0	0	87	0	0	87	60	0	74	0	134	0	33	0	0	33	254
09:15 AM	0	0	0	0	0	0	72	0	0	72	38	0	53	0	91	0	30	0	0	30	193
Grand Total	0	0	0	0	0	0	1283	0	0	1283	677	0	1067	8	1752	0	373	0	0	373	3408
Apprch %	0	0	0	0		0	100	0	0		38.6	0	60.9	0.5		0	100	0	0		
Total %	0	0	0	0	0	0	37.6	0	0	37.6	19.9	0	31.3	0.2	51.4	0	10.9	0	0	10.9	
Lights	0	0	0	0	0	0	1244	0	0	1244	640	0	1066	0	1706	0	350	0	0	350	3300
% Lights	0	0	0	0	0	0	97	0	0	97	94.5	0	99.9	0	97.4	0	93.8	0	0	93.8	96.8
Buses	0	0	0	0	0	0	28	0	0	28	37	0	0	0	37	0	17	0	0	17	82
% Buses	0	0	0	0	0	0	2.2	0	0	2.2	5.5	0	0	0	2.1	0	4.6	0	0	4.6	2.4
Trucks	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	0	6	0	0	6	18
% Trucks	0	0	0	0	0	0	0.9	0	0	0.9	0	0	0.1	0	0.1	0	1.6	0	0	1.6	0.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	8
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.5	0	0	0	0	0	0.2

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 4-HOSPITAL_RD_ATSPRAIN_BOOK_PRWY_NB_OFF_RAMP-_WED_650898_05-01-2019
Site Code :
Start Date : 5/1/2019

	From North					HOSPITAL RD From East					SPRAIN BOOK PKWY OFF RAMP From South					HOSPITAL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	106	0	0	106	82	0	96	**2**	**180**	0	**40**	0	0	**40**	**326**
08:15 AM	0	0	0	0	0	0	**111**	0	0	**111**	**94**	0	84	0	178	0	35	0	0	35	324
08:30 AM	0	0	0	0	0	0	102	0	0	102	71	0	88	0	159	0	34	0	0	34	295
08:45 AM	0	0	0	0	0	0	96	0	0	96	70	0	**99**	0	169	0	35	0	0	35	300
Total Volume	0	0	0	0	0	0	415	0	0	415	317	0	367	2	686	0	144	0	0	144	1245
% App. Total	0	0	0	0		0	100	0	0		46.2	0	53.5	0.3		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.935	.000	.000	.935	.843	.000	.927	.250	.953	.000	.900	.000	.000	.900	.955
Lights	0	0	0	0	0	0	388	0	0	388	290	0	366	0	656	0	134	0	0	134	1178
% Lights	0	0	0	0	0	0	93.5	0	0	93.5	91.5	0	99.7	0	95.6	0	93.1	0	0	93.1	94.6
Buses	0	0	0	0	0	0	25	0	0	25	27	0	0	0	27	0	7	0	0	7	59
% Buses	0	0	0	0	0	0	6.0	0	0	6.0	8.5	0	0	0	3.9	0	4.9	0	0	4.9	4.7
Trucks	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	6
% Trucks	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0.3	0	0.1	0	2.1	0	0	2.1	0.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.3	0	0	0	0	0	0.2

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 4-HOSPITAL_RD_ATSPRAIN_BOOK_PRWY_NB_OFF_RAMP-_WED_650898_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					HOSPITAL RD From East					SPRAIN BOOK PKWY OFF RAMP From South					HOSPITAL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	52	0	0	52	38	0	38	0	76	0	55	0	0	55	183
02:15 PM	0	0	0	0	0	0	62	0	0	62	31	0	24	1	56	0	52	0	0	52	170
02:30 PM	0	0	0	0	0	0	86	0	0	86	40	0	33	3	76	0	68	0	0	68	230
02:45 PM	0	0	0	0	0	0	62	0	0	62	40	0	37	0	77	0	62	0	0	62	201
Total	0	0	0	0	0	0	262	0	0	262	149	0	132	4	285	0	237	0	0	237	784
03:00 PM	0	0	0	0	0	0	60	0	0	60	40	0	34	2	76	0	122	0	0	122	258
03:15 PM	0	0	0	0	0	0	63	0	0	63	40	0	28	0	68	0	114	0	0	114	245
03:30 PM	0	0	0	0	0	0	91	0	0	91	53	0	18	0	71	0	79	0	0	79	241
03:45 PM	0	0	0	0	0	0	43	0	0	43	55	0	21	0	76	0	70	0	0	70	189
Total	0	0	0	0	0	0	257	0	0	257	188	0	101	2	291	0	385	0	0	385	933
04:00 PM	0	0	0	0	0	0	52	0	0	52	36	0	27	1	64	0	109	0	0	109	225
04:15 PM	0	0	0	0	0	0	66	0	0	66	32	0	18	1	51	0	81	0	0	81	198
04:30 PM	0	0	0	0	0	0	72	0	0	72	31	0	24	2	57	0	104	0	0	104	233
04:45 PM	0	0	0	0	0	0	59	0	0	59	46	0	16	0	62	0	79	0	0	79	200
Total	0	0	0	0	0	0	249	0	0	249	145	0	85	4	234	0	373	0	0	373	856
05:00 PM	0	0	0	0	0	0	103	0	0	103	54	0	23	1	78	0	103	0	0	103	284
05:15 PM	0	0	0	0	0	0	56	0	0	56	63	0	19	1	83	0	79	0	0	79	218
05:30 PM	0	0	0	0	0	0	52	0	0	52	91	0	31	1	123	0	71	0	0	71	246
05:45 PM	0	0	0	0	0	0	38	0	0	38	58	0	22	2	82	0	53	0	0	53	173
Total	0	0	0	0	0	0	249	0	0	249	266	0	95	5	366	0	306	0	0	306	921
06:00 PM	0	0	0	0	0	0	42	0	0	42	37	0	13	0	50	1	50	0	0	51	143
06:15 PM	0	0	0	0	0	0	29	0	0	29	27	0	39	1	67	0	52	0	0	52	148
Grand Total	0	0	0	0	0	0	1088	0	0	1088	812	0	465	16	1293	1	1403	0	0	1404	3785
Apprch %	0	0	0	0		0	100	0	0		62.8	0	36	1.2		0.1	99.9	0	0		
Total %	0	0	0	0	0	0	28.7	0	0	28.7	21.5	0	12.3	0.4	34.2	0	37.1	0	0	37.1	
Lights	0	0	0	0	0	0	1027	0	0	1027	790	0	462	0	1252	1	1358	0	0	1359	3638
% Lights	0	0	0	0	0	0	94.4	0	0	94.4	97.3	0	99.4	0	96.8	100	96.8	0	0	96.8	96.1
Buses	0	0	0	0	0	0	46	0	0	46	22	0	2	0	24	0	34	0	0	34	104
% Buses	0	0	0	0	0	0	4.2	0	0	4.2	2.7	0	0.4	0	1.9	0	2.4	0	0	2.4	2.7
Trucks	0	0	0	0	0	0	15	0	0	15	0	0	1	0	1	0	11	0	0	11	27
% Trucks	0	0	0	0	0	0	1.4	0	0	1.4	0	0	0.2	0	0.1	0	0.8	0	0	0.8	0.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16	0	0	0	0	0	16
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.2	0	0	0	0	0	0.4

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 4-HOSPITAL_RD_ATSPRAIN_BOOK_PRWY_NB_OFF_RAMP-_WED_650898_05-01-2019
Site Code :
Start Date : 5/1/2019

	From North					HOSPITAL RD From East					SPRAIN BOOK PKWY OFF RAMP From South					HOSPITAL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	**103**	0	0	**103**	54	0	23	1	78	0	**103**	0	0	**103**	**284**
05:15 PM	0	0	0	0	0	0	56	0	0	56	63	0	19	1	83	0	79	0	0	79	218
05:30 PM	0	0	0	0	0	0	52	0	0	52	**91**	0	**31**	1	**123**	0	71	0	0	71	246
05:45 PM	0	0	0	0	0	0	38	0	0	38	58	0	22	**2**	82	0	53	0	0	53	173
Total Volume	0	0	0	0	0	0	249	0	0	249	266	0	95	5	366	0	306	0	0	306	921
% App. Total	0	0	0	0		0	100	0	0		72.7	0	26	1.4		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.604	.000	.000	.604	.731	.000	.766	.625	.744	.000	.743	.000	.000	.743	.811
Lights	0	0	0	0	0	0	242	0	0	242	266	0	94	0	360	0	293	0	0	293	895
% Lights	0	0	0	0	0	0	97.2	0	0	97.2	100	0	98.9	0	98.4	0	95.8	0	0	95.8	97.2
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	14
% Buses	0	0	0	0	0	0	2.0	0	0	2.0	0	0	0	0	0	0	2.9	0	0	2.9	1.5
Trucks	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	4	0	0	4	7
% Trucks	0	0	0	0	0	0	0.8	0	0	0.8	0	0	1.1	0	0.3	0	1.3	0	0	1.3	0.8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	5
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.4	0	0	0	0	0	0.5

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 5-HOSPITAL_RD_AT_SPRAIN_BOOK_PKWY_SB_ON_RAMP-WED_650901_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					HOSPITAL RD From East					SPRAIN BOOK PKWY SB ON RAMP From South					HOSPITAL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	259	1	0	260	0	0	0	0	0	5	12	0	0	17	277
06:45 AM	0	0	0	0	0	0	327	2	0	329	0	0	0	1	1	18	11	0	0	29	359
Total	0	0	0	0	0	0	586	3	0	589	0	0	0	1	1	23	23	0	0	46	636
07:00 AM	0	0	0	0	0	0	130	1	0	131	0	0	0	0	0	17	29	0	0	46	177
07:15 AM	0	0	0	0	0	0	158	3	0	161	0	0	0	1	1	15	21	0	0	36	198
07:30 AM	0	0	0	0	0	0	169	2	0	171	0	0	0	2	2	33	44	0	0	77	250
07:45 AM	0	0	0	0	0	0	239	7	0	246	0	0	0	2	2	33	46	0	0	79	327
Total	0	0	0	0	0	0	696	13	0	709	0	0	0	5	5	98	140	0	0	238	952
08:00 AM	0	0	0	0	0	0	209	3	0	212	0	0	0	2	2	18	43	0	0	61	275
08:15 AM	0	0	0	0	0	0	176	20	0	196	0	0	0	0	0	19	33	0	0	52	248
08:30 AM	0	0	0	0	0	0	179	14	0	193	0	0	0	0	0	14	33	0	0	47	240
08:45 AM	0	0	0	0	0	0	188	8	0	196	0	0	0	0	0	11	40	0	0	51	247
Total	0	0	0	0	0	0	752	45	0	797	0	0	0	2	2	62	149	0	0	211	1010
09:00 AM	0	0	0	0	0	0	154	11	0	165	0	0	0	0	0	19	32	0	0	51	216
09:15 AM	0	0	0	0	0	0	114	12	0	126	0	0	0	0	0	12	33	0	0	45	171
Grand Total	0	0	0	0	0	0	2302	84	0	2386	0	0	0	8	8	214	377	0	0	591	2985
Apprch %	0	0	0	0		0	96.5	3.5	0		0	0	0	100		36.2	63.8	0	0		
Total %	0	0	0	0	0	0	77.1	2.8	0	79.9	0	0	0	0.3	0.3	7.2	12.6	0	0	19.8	
Lights	0	0	0	0	0	0	2281	64	0	2345	0	0	0	0	0	208	354	0	0	562	2907
% Lights	0	0	0	0	0	0	99.1	76.2	0	98.3	0	0	0	0	0	97.2	93.9	0	0	95.1	97.4
Buses	0	0	0	0	0	0	9	20	0	29	0	0	0	0	0	5	15	0	0	20	49
% Buses	0	0	0	0	0	0	0.4	23.8	0	1.2	0	0	0	0	0	2.3	4	0	0	3.4	1.6
Trucks	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	1	8	0	0	9	21
% Trucks	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0.5	2.1	0	0	1.5	0.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	8
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0.3

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 5-HOSPITAL_RD_AT_SPRAIN_BOOK_PKWY_SB_ON_RAMP-WED_650901_05-01-2019
Site Code :
Start Date : 5/1/2019

	From North					HOSPITAL RD From East					SPRAIN BOOK PKWY SB ON RAMP From South					HOSPITAL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	**209**	3	0	**212**	0	0	0	**2**	**2**	18	**43**	0	0	**61**	**275**
08:15 AM	0	0	0	0	0	0	176	**20**	0	196	0	0	0	0	0	**19**	33	0	0	52	248
08:30 AM	0	0	0	0	0	0	179	14	0	193	0	0	0	0	0	14	33	0	0	47	240
08:45 AM	0	0	0	0	0	0	188	8	0	196	0	0	0	0	0	11	40	0	0	51	247
Total Volume	0	0	0	0	0	0	752	45	0	797	0	0	0	2	2	62	149	0	0	211	1010
% App. Total	0	0	0	0		0	94.4	5.6	0		0	0	0	100		29.4	70.6	0	0		
PHF	.000	.000	.000	.000	.000	.000	.900	.563	.000	.940	.000	.000	.000	.250	.250	.816	.866	.000	.000	.865	.918
Lights	0	0	0	0	0	0	743	25	0	768	0	0	0	0	0	58	138	0	0	196	964
% Lights	0	0	0	0	0	0	98.8	55.6	0	96.4	0	0	0	0	0	93.5	92.6	0	0	92.9	95.4
Buses	0	0	0	0	0	0	6	20	0	26	0	0	0	0	0	3	6	0	0	9	35
% Buses	0	0	0	0	0	0	0.8	44.4	0	3.3	0	0	0	0	0	4.8	4.0	0	0	4.3	3.5
Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	5	0	0	6	9
% Trucks	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	1.6	3.4	0	0	2.8	0.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0.2

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 5-HOSPITAL_RD_AT_SPRAIN_BOOK_PKWY_SB_ON_RAMP-WED_650901_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					HOSPITAL RD From East					SPRAIN BOOK PKWY SB ON RAMP From South					HOSPITAL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	76	19	0	95	0	0	0	0	0	32	56	0	0	88	183
02:15 PM	0	0	0	0	0	0	65	18	0	83	0	0	0	1	1	31	51	0	0	82	166
02:30 PM	0	0	0	0	0	0	81	37	0	118	0	0	0	3	3	32	69	0	0	101	222
02:45 PM	0	0	0	0	0	0	76	24	0	100	0	0	0	0	0	37	59	0	0	96	196
Total	0	0	0	0	0	0	298	98	0	396	0	0	0	4	4	132	235	0	0	367	767
03:00 PM	0	0	0	0	0	0	63	28	0	91	0	0	0	2	2	54	118	0	0	172	265
03:15 PM	0	0	0	0	0	0	60	30	0	90	0	0	0	0	0	69	115	0	0	184	274
03:30 PM	0	0	0	0	0	0	58	52	0	110	0	0	0	0	0	50	84	0	0	134	244
03:45 PM	0	0	0	0	0	0	46	17	0	63	0	0	0	0	0	41	69	0	0	110	173
Total	0	0	0	0	0	0	227	127	0	354	0	0	0	2	2	214	386	0	0	600	956
04:00 PM	0	0	0	0	0	0	56	23	0	79	0	0	0	1	1	69	107	0	0	176	256
04:15 PM	0	0	0	0	0	0	46	39	0	85	0	0	0	1	1	49	83	0	0	132	218
04:30 PM	0	0	0	0	0	0	53	42	0	95	0	0	0	2	2	76	101	0	0	177	274
04:45 PM	0	0	0	0	0	0	52	24	0	76	0	0	0	0	0	57	84	0	0	141	217
Total	0	0	0	0	0	0	207	128	0	335	0	0	0	4	4	251	375	0	0	626	965
05:00 PM	0	0	0	0	0	0	56	62	0	118	0	0	0	1	1	82	97	0	0	179	298
05:15 PM	0	0	0	0	0	0	47	38	0	85	0	0	0	1	1	77	85	0	0	162	248
05:30 PM	0	0	0	0	0	0	65	21	0	86	0	0	0	1	1	75	73	0	0	148	235
05:45 PM	0	0	0	0	0	0	45	16	0	61	0	0	0	3	3	51	50	0	0	101	165
Total	0	0	0	0	0	0	213	137	0	350	0	0	0	6	6	285	305	0	0	590	946
06:00 PM	0	0	0	0	0	0	46	9	0	55	0	0	0	0	0	49	52	0	0	101	156
06:15 PM	0	0	0	0	0	0	57	8	0	65	0	0	0	1	1	47	54	0	0	101	167
Grand Total	0	0	0	0	0	0	1048	507	0	1555	0	0	0	17	17	978	1407	0	0	2385	3957
Apprch %	0	0	0	0		0	67.4	32.6	0		0	0	0	100		41	59	0	0		
Total %	0	0	0	0	0	0	26.5	12.8	0	39.3	0	0	0	0.4	0.4	24.7	35.6	0	0	60.3	
Lights	0	0	0	0	0	0	1007	482	0	1489	0	0	0	0	0	976	1360	0	0	2336	3825
% Lights	0	0	0	0	0	0	96.1	95.1	0	95.8	0	0	0	0	0	99.8	96.7	0	0	97.9	96.7
Buses	0	0	0	0	0	0	27	25	0	52	0	0	0	0	0	1	34	0	0	35	87
% Buses	0	0	0	0	0	0	2.6	4.9	0	3.3	0	0	0	0	0	0.1	2.4	0	0	1.5	2.2
Trucks	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	1	13	0	0	14	28
% Trucks	0	0	0	0	0	0	1.3	0	0	0.9	0	0	0	0	0	0.1	0.9	0	0	0.6	0.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17	0	0	0	0	0	17
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0.4

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 5-HOSPITAL_RD_AT_SPRAIN_BOOK_PKWY_SB_ON_RAMP-WED_650901_05-01-2019
Site Code :
Start Date : 5/1/2019

	From North					HOSPITAL RD From East					SPRAIN BOOK PKWY SB ON RAMP From South					HOSPITAL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	56	**62**	0	**118**	0	0	0	1	1	**82**	**97**	0	0	**179**	**298**
05:15 PM	0	0	0	0	0	0	47	38	0	85	0	0	0	1	1	77	85	0	0	162	248
05:30 PM	0	0	0	0	0	0	**65**	21	0	86	0	0	0	1	1	75	73	0	0	148	235
05:45 PM	0	0	0	0	0	0	45	16	0	61	0	0	0	**3**	**3**	51	50	0	0	101	165
Total Volume	0	0	0	0	0	0	213	137	0	350	0	0	0	6	6	285	305	0	0	590	946
% App. Total	0	0	0	0		0	60.9	39.1	0		0	0	0	100		48.3	51.7	0	0		
PHF	.000	.000	.000	.000	.000	.000	.819	.552	.000	.742	.000	.000	.000	.500	.500	.869	.786	.000	.000	.824	.794
Lights	0	0	0	0	0	0	205	137	0	342	0	0	0	0	0	285	292	0	0	577	919
% Lights	0	0	0	0	0	0	96.2	100	0	97.7	0	0	0	0	0	100	95.7	0	0	97.8	97.1
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
% Buses	0	0	0	0	0	0	2.3	0	0	1.4	0	0	0	0	0	0	1.6	0	0	0.8	1.1
Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	11
% Trucks	0	0	0	0	0	0	1.4	0	0	0.9	0	0	0	0	0	0	2.6	0	0	1.4	1.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	6
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0.6

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 6-HOSSPITAL_RD_AT_WOODS_RD-WED_650903_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					HOSPITAL RD From East					WOODS RD From South					HOSPITAL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	145	134	0	279	11	0	8	0	19	2	8	0	2	12	310
06:45 AM	0	0	0	0	0	0	163	153	0	316	22	0	5	0	27	3	7	0	3	13	356
Total	0	0	0	0	0	0	308	287	0	595	33	0	13	0	46	5	15	0	5	25	666
07:00 AM	0	0	0	0	0	0	62	58	0	120	38	0	3	0	41	4	8	0	1	13	174
07:15 AM	0	0	0	0	0	0	100	62	0	162	28	0	4	1	33	3	14	0	0	17	212
07:30 AM	0	0	0	0	0	0	88	75	0	163	29	0	12	2	43	5	52	0	1	58	264
07:45 AM	0	0	0	0	0	0	126	106	0	232	33	0	6	3	42	8	46	0	0	54	328
Total	0	0	0	0	0	0	376	301	0	677	128	0	25	6	159	20	120	0	2	142	978
08:00 AM	0	0	0	0	0	0	105	88	0	193	24	0	17	1	42	11	31	0	0	42	277
08:15 AM	0	0	0	0	0	0	108	71	0	179	26	0	5	1	32	8	25	0	0	33	244
08:30 AM	0	0	0	0	0	0	115	68	0	183	25	0	6	0	31	8	23	0	0	31	245
08:45 AM	0	0	0	0	0	0	114	77	0	191	24	0	10	0	34	12	24	0	0	36	261
Total	0	0	0	0	0	0	442	304	0	746	99	0	38	2	139	39	103	0	0	142	1027
09:00 AM	0	0	0	0	0	0	84	64	0	148	28	0	6	0	34	5	20	0	0	25	207
09:15 AM	0	0	0	0	0	0	60	55	0	115	21	0	12	0	33	8	24	0	0	32	180
Grand Total	0	0	0	0	0	0	1270	1011	0	2281	309	0	94	8	411	77	282	0	7	366	3058
Apprch %	0	0	0	0		0	55.7	44.3	0		75.2	0	22.9	1.9		21	77	0	1.9		
Total %	0	0	0	0	0	0	41.5	33.1	0	74.6	10.1	0	3.1	0.3	13.4	2.5	9.2	0	0.2	12	
Lights	0	0	0	0	0	0	1257	1003	0	2260	300	0	74	0	374	62	263	0	0	325	2959
% Lights	0	0	0	0	0	0	99	99.2	0	99.1	97.1	0	78.7	0	91	80.5	93.3	0	0	88.8	96.8
Buses	0	0	0	0	0	0	6	4	0	10	5	0	10	0	15	7	15	0	0	22	47
% Buses	0	0	0	0	0	0	0.5	0.4	0	0.4	1.6	0	10.6	0	3.6	9.1	5.3	0	0	6	1.5
Trucks	0	0	0	0	0	0	7	4	0	11	4	0	10	0	14	8	4	0	0	12	37
% Trucks	0	0	0	0	0	0	0.6	0.4	0	0.5	1.3	0	10.6	0	3.4	10.4	1.4	0	0	3.3	1.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	7	7	15
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.9	0	0	0	100	1.9	0.5

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 6-HOSSPITAL_RD_AT_WOODS_RD-WED_650903_05-01-2019
Site Code :
Start Date : 5/1/2019

	From North					HOSPITAL RD From East					WOODS RD From South					HOSPITAL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	105	**88**	0	**193**	24	0	**17**	**1**	**42**	11	**31**	0	0	**42**	**277**
08:15 AM	0	0	0	0	0	0	108	71	0	179	**26**	0	5	1	32	8	25	0	0	33	244
08:30 AM	0	0	0	0	0	0	**115**	68	0	183	25	0	6	0	31	8	23	0	0	31	245
08:45 AM	0	0	0	0	0	0	114	77	0	191	24	0	10	0	34	**12**	24	0	0	36	261
Total Volume	0	0	0	0	0	0	442	304	0	746	99	0	38	2	139	39	103	0	0	142	1027
% App. Total	0	0	0	0		0	59.2	40.8	0		71.2	0	27.3	1.4		27.5	72.5	0	0		
PHF	.000	.000	.000	.000	.000	.000	.961	.864	.000	.966	.952	.000	.559	.500	.827	.813	.831	.000	.000	.845	.927
Lights	0	0	0	0	0	0	436	302	0	738	95	0	31	0	126	34	94	0	0	128	992
% Lights	0	0	0	0	0	0	98.6	99.3	0	98.9	96.0	0	81.6	0	90.6	87.2	91.3	0	0	90.1	96.6
Buses	0	0	0	0	0	0	3	2	0	5	2	0	2	0	4	1	8	0	0	9	18
% Buses	0	0	0	0	0	0	0.7	0.7	0	0.7	2.0	0	5.3	0	2.9	2.6	7.8	0	0	6.3	1.8
Trucks	0	0	0	0	0	0	3	0	0	3	2	0	5	0	7	4	1	0	0	5	15
% Trucks	0	0	0	0	0	0	0.7	0	0	0.4	2.0	0	13.2	0	5.0	10.3	1.0	0	0	3.5	1.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.4	0	0	0	0	0	0.2

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 6-HOSSPITAL_RD_AT_WOODS_RD-WED_650903_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					HOSPITAL RD From East					WOODS RD From South					HOSPITAL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	32	39	0	71	47	0	9	0	56	10	38	0	1	49	176
02:15 PM	0	0	0	0	0	0	30	39	0	69	53	0	5	1	59	5	32	0	0	37	165
02:30 PM	0	0	0	0	0	0	36	45	0	81	62	0	6	3	71	7	38	0	0	45	197
02:45 PM	0	0	0	0	0	0	39	37	0	76	63	0	10	0	73	5	38	0	0	43	192
Total	0	0	0	0	0	0	137	160	0	297	225	0	30	4	259	27	146	0	1	174	730
03:00 PM	0	0	0	0	0	0	30	33	0	63	116	0	13	2	131	7	62	0	0	69	263
03:15 PM	0	0	0	0	0	0	31	31	0	62	82	0	9	0	91	7	100	0	0	107	260
03:30 PM	0	0	0	0	0	0	29	23	1	53	59	0	8	0	67	3	68	0	0	71	191
03:45 PM	0	0	0	0	0	0	24	27	0	51	54	0	6	0	60	6	56	0	0	62	173
Total	0	0	0	0	0	0	114	114	1	229	311	0	36	2	349	23	286	0	0	309	887
04:00 PM	0	0	0	0	0	0	20	33	0	53	73	0	2	1	76	3	114	0	1	118	247
04:15 PM	0	0	0	0	0	0	25	22	0	47	69	0	3	0	72	3	62	0	0	65	184
04:30 PM	0	0	0	0	0	0	32	22	0	54	81	0	5	2	88	7	97	0	0	104	246
04:45 PM	0	0	0	0	0	0	25	24	0	49	63	0	8	0	71	4	73	0	0	77	197
Total	0	0	0	0	0	0	102	101	0	203	286	0	18	3	307	17	346	0	1	364	874
05:00 PM	0	0	0	0	0	0	25	35	0	60	82	0	11	1	94	8	108	0	0	116	270
05:15 PM	0	0	0	0	0	0	27	17	0	44	69	0	6	1	76	1	84	0	0	85	205
05:30 PM	0	0	0	0	0	0	33	32	0	65	64	0	3	1	68	7	84	0	1	92	225
05:45 PM	0	0	0	0	0	0	21	24	0	45	40	0	10	2	52	0	54	0	0	54	151
Total	0	0	0	0	0	0	106	108	0	214	255	0	30	5	290	16	330	0	1	347	851
06:00 PM	0	0	0	0	0	0	19	25	0	44	58	0	2	0	60	2	41	0	0	43	147
06:15 PM	0	0	0	0	0	0	31	35	0	66	60	0	7	0	67	2	41	0	0	43	176
Grand Total	0	0	0	0	0	0	509	543	1	1053	1195	0	123	14	1332	87	1190	0	3	1280	3665
Apprch %	0	0	0	0		0	48.3	51.6	0.1		89.7	0	9.2	1.1		6.8	93	0	0.2		
Total %	0	0	0	0	0	0	13.9	14.8	0	28.7	32.6	0	3.4	0.4	36.3	2.4	32.5	0	0.1	34.9	
Lights	0	0	0	0	0	0	477	531	0	1008	1166	0	109	0	1275	75	1169	0	0	1244	3527
% Lights	0	0	0	0	0	0	93.7	97.8	0	95.7	97.6	0	88.6	0	95.7	86.2	98.2	0	0	97.2	96.2
Buses	0	0	0	0	0	0	22	3	0	25	23	0	10	0	33	3	14	0	0	17	75
% Buses	0	0	0	0	0	0	4.3	0.6	0	2.4	1.9	0	8.1	0	2.5	3.4	1.2	0	0	1.3	2
Trucks	0	0	0	0	0	0	10	9	0	19	6	0	4	0	10	9	7	0	0	16	45
% Trucks	0	0	0	0	0	0	2	1.7	0	1.8	0.5	0	3.3	0	0.8	10.3	0.6	0	0	1.2	1.2
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	14	14	0	0	0	3	3	18
% Pedestrians	0	0	0	0	0	0	0	0	100	0.1	0	0	0	100	1.1	0	0	0	100	0.2	0.5

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 6-HOSSPITAL_RD_AT_WOODS_RD-WED_650903_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 2

	From North					HOSPITAL RD From East					WOODS RD From South					HOSPITAL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	25	**35**	0	60	**82**	0	**11**	1	**94**	**8**	**108**	0	0	**116**	**270**
05:15 PM	0	0	0	0	0	0	27	17	0	44	69	0	6	1	76	1	84	0	0	85	205
05:30 PM	0	0	0	0	0	0	**33**	32	0	**65**	64	0	3	1	68	7	84	0	**1**	92	225
05:45 PM	0	0	0	0	0	0	21	24	0	45	40	0	10	**2**	52	0	54	0	0	54	151
Total Volume	0	0	0	0	0	0	106	108	0	214	255	0	30	5	290	16	330	0	1	347	851
% App. Total	0	0	0	0		0	49.5	50.5	0		87.9	0	10.3	1.7		4.6	95.1	0	0.3		
PHF	.000	.000	.000	.000	.000	.000	.803	.771	.000	.823	.777	.000	.682	.625	.771	.500	.764	.000	.250	.748	.788
Lights	0	0	0	0	0	0	101	105	0	206	248	0	27	0	275	13	324	0	0	337	818
% Lights	0	0	0	0	0	0	95.3	97.2	0	96.3	97.3	0	90.0	0	94.8	81.3	98.2	0	0	97.1	96.1
Buses	0	0	0	0	0	0	4	2	0	6	5	0	3	0	8	1	4	0	0	5	19
% Buses	0	0	0	0	0	0	3.8	1.9	0	2.8	2.0	0	10.0	0	2.8	6.3	1.2	0	0	1.4	2.2
Trucks	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	2	2	0	0	4	8
% Trucks	0	0	0	0	0	0	0.9	0.9	0	0.9	0.8	0	0	0	0.7	12.5	0.6	0	0	1.2	0.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	1	1	6
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.7	0	0	0	100	0.3	0.7

LOCATION: HOSPITAL ROAD & LOT 10 PARKING PROJECT: NORTH 60 - 2019

DATE OF COUNT: 10/02/19 DAY: WEDNESDAY JCE JOB #: 17003592B START TIME : 08:00 AM

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
08:00 AM	08:15 AM		33	4	11	101		1		4				154	X	
08:15 AM	08:30 AM		32	1	9	107		0		4				153	X	
08:30 AM	08:45 AM		29	2	7	119		1		2				160	X	
08:45 AM	09:00 AM		22	1	9	84		0		5				121	X	588
09:00 AM	09:15 AM													0	A	434
09:15 AM	09:30 AM													0	A	281
09:30 AM	09:45 AM													0	A	121
09:45 AM	10:00 AM													0	A	0
10:00 AM	10:15 AM													0	A	0
10:15 AM	10:30 AM													0	A	0
10:30 AM	10:45 AM													0	A	0
10:45 AM	11:00 AM													0	A	0
11:00 AM	11:15 AM													0	A	0
11:15 AM	11:30 AM													0	A	0
11:30 AM	11:45 AM													0	A	0
11:45 AM	12:00 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

08:00 AM	08:15 AM	0	33	4	11	101	0	1	0	4	0	0	0	154
08:15 AM	08:30 AM	0	32	1	9	107	0	0	0	4	0	0	0	153
08:30 AM	08:45 AM	0	29	2	7	119	0	1	0	2	0	0	0	160
08:45 AM	09:00 AM	0	22	1	9	84	0	0	0	5	0	0	0	121
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
08:00 AM	09:00 AM	0	116	8	36	411	0	2	0	15	0	0	0	588	0.92

0	0	0	^	6	0
12	11	10	<	5	411
<	v	>	v	4	36
0	1	^	<	^	>
116	2	>	7	8	9
8	3	v	2	0	15

LOCATION: HOSPITAL ROAD & LOT 10 PARKING PROJECT: NORTH 60 - 2019

DATE OF COUNT: 10/02/19 DAY: WEDNESDAY JCE JOB #: 17003592B START TIME : 17:00 PM

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
05:00 PM	05:15 PM		79	0	4	8		2		8				101	X	
05:15 PM	05:30 PM		67	0	8	21		4		5				105	X	
05:30 PM	05:45 PM		62	2	2	21		4		10				101	X	
05:45 PM	06:00 PM		56	0	4	16		4		3				83	X	390
06:00 PM	06:15 PM													0	A	289
06:15 PM	06:30 PM													0	A	184
06:30 PM	06:45 PM													0	A	83
06:45 PM	07:00 PM													0	A	0
07:00 PM	07:15 PM													0	A	0
07:15 PM	07:30 PM													0	A	0
07:30 PM	07:45 PM													0	A	0
07:45 PM	08:00 PM													0	A	0
08:00 PM	08:15 PM													0	A	0
08:15 PM	08:30 PM													0	A	0
08:30 PM	08:45 PM													0	A	0
08:45 PM	09:00 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

05:00 PM	05:15 PM	0	79	0	4	8	0	2	0	8	0	0	0	101
05:15 PM	05:30 PM	0	67	0	8	21	0	4	0	5	0	0	0	105
05:30 PM	05:45 PM	0	62	2	2	21	0	4	0	10	0	0	0	101
05:45 PM	06:00 PM	0	56	0	4	16	0	4	0	3	0	0	0	83
06:00 PM	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM	08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM	08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
05:00 PM	06:00 PM	0	264	2	18	66	0	14	0	26	0	0	0	390	0.93

0	0	0	^	6	0
12	11	10	<	5	66
<	v	>	v	4	18
0	1	^	<	^	>
264	2	>	7	8	9
2	3	v	14	0	26

LOCATION: ROUTE 9A & ROSEDALE NURSERIES PROJECT: NORTH 60 - 2019

DATE OF COUNT: 10/02/19 DAY: WEDNESDAY JCE JOB #: 17003592B START TIME : 07:00 AM

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
07:00 AM	07:15 AM	7	77			208	2				0		0	294	X	
07:15 AM	07:30 AM	5	103			202	6				1		0	317	X	
07:30 AM	07:45 AM	0	107			305	2				0		1	415	X	
07:45 AM	08:00 AM	0	136			300	2				1		1	440	X	1466
08:00 AM	08:15 AM													0	A	1172
08:15 AM	08:30 AM													0	A	855
08:30 AM	08:45 AM													0	A	440
08:45 AM	09:00 AM													0	A	0
09:00 AM	09:15 AM													0	A	0
09:15 AM	09:30 AM													0	A	0
09:30 AM	09:45 AM													0	A	0
09:45 AM	10:00 AM													0	A	0
10:00 AM	10:15 AM													0	A	0
10:15 AM	10:30 AM													0	A	0
10:30 AM	10:45 AM													0	A	0
10:45 AM	11:00 AM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

07:00 AM	07:15 AM	7	77	0	0	208	2	0	0	0	0	0	0	294
07:15 AM	07:30 AM	5	103	0	0	202	6	0	0	0	1	0	0	317
07:30 AM	07:45 AM	0	107	0	0	305	2	0	0	0	0	0	1	415
07:45 AM	08:00 AM	0	136	0	0	300	2	0	0	0	1	0	1	440
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:00 AM	08:00 AM	12	423	0	0	1015	12	0	0	0	2	0	2	1466	0.83

2	0	2	^	6	12
12	11	10	<	5	1015
<	v	>	v	4	0
12	1	^	<	^	>
423	2	>	7	8	9
0	3	v	0	0	0

LOCATION: ROUTE 9A & ROSEDALE NURSERIES PROJECT: NORTH 60 - 2019

DATE OF COUNT: 10/02/19 DAY: WEDNESDAY JCE JOB #: 17003592B START TIME : 16:00 PM

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
04:00 PM	04:15 PM	2	262			167	0				8		20	459	X	
04:15 PM	04:30 PM	1	164			119	2				6		1	293	X	
04:30 PM	04:45 PM	0	265			105	0				4		3	377	X	
04:45 PM	05:00 PM	2	257			111	0				0		1	371	X	1500
05:00 PM	05:15 PM													0	A	1041
05:15 PM	05:30 PM													0	A	748
05:30 PM	05:45 PM													0	A	371
05:45 PM	06:00 PM													0	A	0
06:00 PM	06:15 PM													0	A	0
06:15 PM	06:30 PM													0	A	0
06:30 PM	06:45 PM													0	A	0
06:45 PM	07:00 PM													0	A	0
07:00 PM	07:15 PM													0	A	0
07:15 PM	07:30 PM													0	A	0
07:30 PM	07:45 PM													0	A	0
07:45 PM	08:00 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

04:00 PM	04:15 PM	2	262	0	0	167	0	0	0	0	8	0	20	459
04:15 PM	04:30 PM	1	164	0	0	119	2	0	0	0	6	0	1	293
04:30 PM	04:45 PM	0	265	0	0	105	0	0	0	0	4	0	3	377
04:45 PM	05:00 PM	2	257	0	0	111	0	0	0	0	0	0	1	371
05:00 PM	05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
04:00 PM	05:00 PM	5	948	0	0	502	2	0	0	0	18	0	25	1500	0.82

25	0	18	^	6	2
12	11	10	<	5	502
<	v	>	v	4	0
5	1	^	<	^	>
948	2	>	7	8	9
0	3	v	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 19.NYS_ROUTE_100_(BRADHURST_AVENUE)_&_JOYCE_PLACE_WED_650169_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BRADHURST AVE From North					From East					BRADHURST AVE From South					JOYCE PL From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	114	0	0	114	0	0	0	0	0	0	16	2	0	18	2	0	0	0	2	134
06:45 AM	0	136	0	0	136	0	0	0	0	0	0	21	5	0	26	10	0	2	0	12	174
Total	0	250	0	0	250	0	0	0	0	0	0	37	7	0	44	12	0	2	0	14	308
07:00 AM	1	125	0	0	126	0	0	0	0	0	0	20	4	0	24	11	0	2	0	13	163
07:15 AM	0	151	0	0	151	0	0	0	0	0	0	36	6	0	42	6	0	3	0	9	202
07:30 AM	1	183	0	0	184	0	0	0	0	0	0	45	7	0	52	9	0	1	0	10	246
07:45 AM	3	217	0	0	220	0	0	0	0	0	0	33	9	0	42	12	0	4	0	16	278
Total	5	676	0	0	681	0	0	0	0	0	0	134	26	0	160	38	0	10	0	48	889
08:00 AM	1	199	0	0	200	0	0	0	0	0	0	54	10	0	64	11	0	2	0	13	277
08:15 AM	3	189	0	0	192	0	0	0	0	0	0	45	13	0	58	13	0	0	0	13	263
08:30 AM	1	152	0	0	153	0	0	0	0	0	0	30	17	0	47	15	0	6	0	21	221
08:45 AM	2	170	0	0	172	0	0	0	0	0	0	32	13	0	45	13	0	0	0	13	230
Total	7	710	0	0	717	0	0	0	0	0	0	161	53	0	214	52	0	8	0	60	991
09:00 AM	2	107	0	0	109	0	0	0	0	0	0	36	18	0	54	13	0	1	0	14	177
09:15 AM	2	104	0	0	106	0	0	0	0	0	0	25	15	0	40	11	0	1	0	12	158
Grand Total	16	1847	0	0	1863	0	0	0	0	0	0	393	119	0	512	126	0	22	0	148	2523
Apprch %	0.9	99.1	0	0		0	0	0	0		0	76.8	23.2	0		85.1	0	14.9	0		
Total %	0.6	73.2	0	0	73.8	0	0	0	0	0	0	15.6	4.7	0	20.3	5	0	0.9	0	5.9	
Lights	14	1733	0	0	1747	0	0	0	0	0	0	338	118	0	456	118	0	21	0	139	2342
% Lights	87.5	93.8	0	0	93.8	0	0	0	0	0	0	86	99.2	0	89.1	93.7	0	95.5	0	93.9	92.8
Buses	1	54	0	0	55	0	0	0	0	0	0	11	0	0	11	5	0	1	0	6	72
% Buses	6.2	2.9	0	0	3	0	0	0	0	0	0	2.8	0	0	2.1	4	0	4.5	0	4.1	2.9
Trucks	1	60	0	0	61	0	0	0	0	0	0	44	1	0	45	3	0	0	0	3	109
% Trucks	6.2	3.2	0	0	3.3	0	0	0	0	0	0	11.2	0.8	0	8.8	2.4	0	0	0	2	4.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 19.NYS_ROUTE_100_(BRADHURST_AVENUE)_&_JOYCE_PLACE_WED_650169_05-01-2019
Site Code :
Start Date : 5/1/2019

	BRADHURST AVE From North					From East					BRADHURST AVE From South					JOYCE PL From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	**199**	0	0	**200**	0	0	0	0	0	0	**54**	10	0	**64**	11	0	2	0	13	**277**
08:15 AM	**3**	189	0	0	192	0	0	0	0	0	0	45	13	0	58	13	0	0	0	13	263
08:30 AM	1	152	0	0	153	0	0	0	0	0	0	30	**17**	0	47	**15**	0	**6**	0	**21**	221
08:45 AM	2	170	0	0	172	0	0	0	0	0	0	32	13	0	45	13	0	0	0	13	230
Total Volume	7	710	0	0	717	0	0	0	0	0	0	161	53	0	214	52	0	8	0	60	991
% App. Total	1	99	0	0		0	0	0	0		0	75.2	24.8	0		86.7	0	13.3	0		
PHF	.583	.892	.000	.000	.896	.000	.000	.000	.000	.000	.000	.745	.779	.000	.836	.867	.000	.333	.000	.714	.894
Lights	5	646	0	0	651	0	0	0	0	0	0	144	52	0	196	49	0	7	0	56	903
% Lights	71.4	91.0	0	0	90.8	0	0	0	0	0	0	89.4	98.1	0	91.6	94.2	0	87.5	0	93.3	91.1
Buses	1	37	0	0	38	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	44
% Buses	14.3	5.2	0	0	5.3	0	0	0	0	0	0	2.5	0	0	1.9	1.9	0	12.5	0	3.3	4.4
Trucks	1	27	0	0	28	0	0	0	0	0	0	13	1	0	14	2	0	0	0	2	44
% Trucks	14.3	3.8	0	0	3.9	0	0	0	0	0	0	8.1	1.9	0	6.5	3.8	0	0	0	3.3	4.4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 19.NYS_ROUTE_100_(BRADHURST_AVENUE)_&_JOYCE_PLACE_WED_650169_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BRADHURST AVE From North					From East					BRADHURST AVE From South					JOYCE PL From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	1	65	0	0	66	0	0	0	0	0	0	47	8	0	55	9	0	2	0	11	132
02:15 PM	0	72	0	0	72	0	0	0	0	0	0	38	5	0	43	14	0	1	0	15	130
02:30 PM	1	80	0	0	81	0	0	0	0	0	0	46	12	0	58	13	0	0	0	13	152
02:45 PM	1	71	0	0	72	0	0	0	0	0	0	71	8	0	79	6	0	3	0	9	160
Total	3	288	0	0	291	0	0	0	0	0	0	202	33	0	235	42	0	6	0	48	574
03:00 PM	4	102	0	0	106	0	0	0	0	0	0	59	3	0	62	13	0	3	0	16	184
03:15 PM	1	111	0	0	112	0	0	0	0	0	0	84	9	0	93	14	0	2	0	16	221
03:30 PM	0	98	0	0	98	0	0	0	0	0	0	81	10	0	91	16	0	3	0	19	208
03:45 PM	4	79	0	0	83	0	0	0	0	0	0	91	9	0	100	10	0	1	0	11	194
Total	9	390	0	0	399	0	0	0	0	0	0	315	31	0	346	53	0	9	0	62	807
04:00 PM	3	98	0	0	101	0	0	0	0	0	0	83	8	0	91	18	0	1	0	19	211
04:15 PM	1	85	0	0	86	0	0	0	0	0	0	76	12	0	88	12	0	6	0	18	192
04:30 PM	5	87	0	0	92	0	0	0	0	0	0	94	10	0	104	26	0	2	0	28	224
04:45 PM	2	68	0	0	70	0	0	0	0	0	0	98	12	0	110	15	0	1	0	16	196
Total	11	338	0	0	349	0	0	0	0	0	0	351	42	0	393	71	0	10	0	81	823
05:00 PM	5	105	0	0	110	0	0	0	0	0	0	96	14	0	110	37	0	3	0	40	260
05:15 PM	2	104	0	0	106	0	0	0	0	0	0	132	14	0	146	26	0	2	0	28	280
05:30 PM	1	76	0	0	77	0	0	0	0	0	0	143	15	0	158	16	0	3	0	19	254
05:45 PM	3	54	0	0	57	0	0	0	0	0	0	104	17	0	121	14	0	5	0	19	197
Total	11	339	0	0	350	0	0	0	0	0	0	475	60	0	535	93	0	13	0	106	991
06:00 PM	4	83	0	0	87	0	0	0	0	0	0	53	5	0	58	21	0	0	0	21	166
06:15 PM	4	59	0	0	63	0	0	0	0	0	0	44	7	0	51	11	0	3	0	14	128
Grand Total	42	1497	0	0	1539	0	0	0	0	0	0	1440	178	0	1618	291	0	41	0	332	3489
Apprch %	2.7	97.3	0	0		0	0	0	0		0	89	11	0		87.7	0	12.3	0		
Total %	1.2	42.9	0	0	44.1	0	0	0	0	0	0	41.3	5.1	0	46.4	8.3	0	1.2	0	9.5	
Lights	41	1414	0	0	1455	0	0	0	0	0	0	1362	176	0	1538	283	0	39	0	322	3315
% Lights	97.6	94.5	0	0	94.5	0	0	0	0	0	0	94.6	98.9	0	95.1	97.3	0	95.1	0	97	95
Buses	0	43	0	0	43	0	0	0	0	0	0	17	1	0	18	6	0	1	0	7	68
% Buses	0	2.9	0	0	2.8	0	0	0	0	0	0	1.2	0.6	0	1.1	2.1	0	2.4	0	2.1	1.9
Trucks	1	40	0	0	41	0	0	0	0	0	0	61	1	0	62	2	0	1	0	3	106
% Trucks	2.4	2.7	0	0	2.7	0	0	0	0	0	0	4.2	0.6	0	3.8	0.7	0	2.4	0	0.9	3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 19.NYS_ROUTE_100_(BRADHURST_AVENUE)_&_JOYCE_PLACE_WED_650169_05-01-2019
Site Code :
Start Date : 5/1/2019

	BRADHURST AVE From North					From East					BRADHURST AVE From South					JOYCE PL From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**5**	**105**	0	0	**110**	0	0	0	0	0	0	96	14	0	110	**37**	0	3	0	**40**	260
05:15 PM	2	104	0	0	106	0	0	0	0	0	0	132	14	0	146	26	0	2	0	28	**280**
05:30 PM	1	76	0	0	77	0	0	0	0	0	0	**143**	15	0	**158**	16	0	3	0	19	254
05:45 PM	3	54	0	0	57	0	0	0	0	0	0	104	**17**	0	121	14	0	**5**	0	19	197
Total Volume	11	339	0	0	350	0	0	0	0	0	0	475	60	0	535	93	0	13	0	106	991
% App. Total	3.1	96.9	0	0		0	0	0	0		0	88.8	11.2	0		87.7	0	12.3	0		
PHF	.550	.807	.000	.000	.795	.000	.000	.000	.000	.000	.000	.830	.882	.000	.847	.628	.000	.650	.000	.663	.885
Lights	11	332	0	0	343	0	0	0	0	0	0	463	60	0	523	93	0	13	0	106	972
% Lights	100	97.9	0	0	98.0	0	0	0	0	0	0	97.5	100	0	97.8	100	0	100	0	100	98.1
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Buses	0	0.3	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.2
Trucks	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	17
% Trucks	0	1.8	0	0	1.7	0	0	0	0	0	0	2.3	0	0	2.1	0	0	0	0	0	1.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595
Customer Loyalty through Client Satisfaction

File Name : 1-BRADHURST_AVE_&BROAD_ST-TUES_693260_09-10-2019
Site Code :
Start Date : 9/10/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BRADHURST AVE From North					BROAD ST From East					BRADHURST AVE From South					BROAD ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	92	0	0	92	1	0	2	0	3	1	12	1	0	14	1	0	2	0	3	112
06:45 AM	1	123	0	0	124	0	0	5	0	5	0	29	0	0	29	0	0	1	0	1	159
Total	1	215	0	0	216	1	0	7	0	8	1	41	1	0	43	1	0	3	0	4	271
07:00 AM	1	140	0	0	141	0	1	2	0	3	0	17	0	0	17	0	2	1	0	3	164
07:15 AM	0	155	0	0	155	0	0	2	0	2	0	33	0	0	33	2	1	0	0	3	193
07:30 AM	1	183	8	0	192	1	0	2	0	3	1	46	0	0	47	3	1	0	0	4	246
07:45 AM	1	189	7	1	198	1	1	11	0	13	0	34	0	0	34	1	1	3	0	5	250
Total	3	667	15	1	686	2	2	17	0	21	1	130	0	0	131	6	5	4	0	15	853
08:00 AM	1	159	1	0	161	2	0	5	0	7	0	33	0	1	34	0	1	1	0	2	204
08:15 AM	0	167	0	0	167	0	1	2	0	3	0	45	0	0	45	2	1	0	0	3	218
08:30 AM	0	200	2	0	202	0	0	2	0	2	0	35	0	0	35	1	0	0	0	1	240
08:45 AM	0	163	0	0	163	0	0	5	0	5	0	46	0	0	46	1	0	1	0	2	216
Total	1	689	3	0	693	2	1	14	0	17	0	159	0	1	160	4	2	2	0	8	878
09:00 AM	0	115	0	0	115	0	0	0	0	0	0	42	1	0	43	0	0	0	0	0	158
09:15 AM	1	114	0	0	115	0	0	0	0	0	0	36	0	0	36	2	0	0	0	2	153
Grand Total	6	1800	18	1	1825	5	3	38	0	46	2	408	2	1	413	13	7	9	0	29	2313
Apprch %	0.3	98.6	1	0.1		10.9	6.5	82.6	0		0.5	98.8	0.5	0.2		44.8	24.1	31	0		
Total %	0.3	77.8	0.8	0	78.9	0.2	0.1	1.6	0	2	0.1	17.6	0.1	0	17.9	0.6	0.3	0.4	0	1.3	
Lights	4	1717	18	0	1739	5	3	38	0	46	2	351	2	0	355	13	7	7	0	27	2167
% Lights	66.7	95.4	100	0	95.3	100	100	100	0	100	100	86	100	0	86	100	100	77.8	0	93.1	93.7
Buses	1	35	0	0	36	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	45
% Buses	16.7	1.9	0	0	2	0	0	0	0	0	0	2	0	0	1.9	0	0	11.1	0	3.4	1.9
Trucks	1	48	0	0	49	0	0	0	0	0	0	49	0	0	49	0	0	1	0	1	99
% Trucks	16.7	2.7	0	0	2.7	0	0	0	0	0	0	12	0	0	11.9	0	0	11.1	0	3.4	4.3
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
% Pedestrians	0	0	0	100	0.1	0	0	0	0	0	0	0	0	100	0.2	0	0	0	0	0	0.1

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595
Customer Loyalty through Client Satisfaction

File Name : 1-BRADHURST_AVE_&BROAD_ST-TUES_693260_09-10-2019
Site Code :
Start Date : 9/10/2019

	BRADHURST AVE From North					BROAD ST From East					BRADHURST AVE From South					BROAD ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	159	1	0	161	2	0	5	0	7	0	33	0	1	34	0	1	1	0	2	204
08:15 AM	0	167	0	0	167	0	1	2	0	3	0	45	0	0	45	2	1	0	0	3	218
08:30 AM	0	200	2	0	202	0	0	2	0	2	0	35	0	0	35	1	0	0	0	1	240
08:45 AM	0	163	0	0	163	0	0	5	0	5	0	46	0	0	46	1	0	1	0	2	216
Total Volume	1	689	3	0	693	2	1	14	0	17	0	159	0	1	160	4	2	2	0	8	878
% App. Total	0.1	99.4	0.4	0		11.8	5.9	82.4	0		0	99.4	0	0.6		50	25	25	0		
PHF	.250	.861	.375	.000	.858	.250	.250	.700	.000	.607	.000	.864	.000	.250	.870	.500	.500	.500	.000	.667	.915
Lights	1	645	3	0	649	2	1	14	0	17	0	139	0	0	139	4	2	1	0	7	812
% Lights	100	93.6	100	0	93.7	100	100	100	0	100	0	87.4	0	0	86.9	100	100	50.0	0	87.5	92.5
Buses	0	24	0	0	24	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	28
% Buses	0	3.5	0	0	3.5	0	0	0	0	0	0	2.5	0	0	2.5	0	0	0	0	0	3.2
Trucks	0	20	0	0	20	0	0	0	0	0	0	16	0	0	16	0	0	1	0	1	37
% Trucks	0	2.9	0	0	2.9	0	0	0	0	0	0	10.1	0	0	10.0	0	0	50.0	0	12.5	4.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.6	0	0	0	0	0	0.1

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595
Customer Loyalty through Client Satisfaction

File Name : 1-BRADHURST_AVE_&BROAD_ST-TUES_693260_09-10-2019
Site Code :
Start Date : 9/10/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BRADHURST AVE From North					BROAD ST From East					BRADHURST AVE From South					BROAD ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	6	71	1	0	78	0	0	0	0	0	0	43	0	0	43	0	2	1	0	3	124
02:45 PM	2	85	0	0	87	0	1	1	0	2	0	52	0	0	52	0	0	2	0	2	143
Total	8	156	1	0	165	0	1	1	0	2	0	95	0	0	95	0	2	3	0	5	267
03:00 PM	0	97	0	0	97	0	0	12	0	12	0	54	0	0	54	1	0	2	0	3	166
03:15 PM	1	100	2	0	103	0	0	3	0	3	0	70	0	0	70	1	0	1	0	2	178
03:30 PM	2	93	0	0	95	2	0	5	0	7	0	59	0	0	59	0	0	0	0	0	161
03:45 PM	0	82	1	0	83	0	0	4	0	4	0	71	0	0	71	0	1	1	0	2	160
Total	3	372	3	0	378	2	0	24	0	26	0	254	0	0	254	2	1	4	0	7	665
04:00 PM	0	103	3	0	106	0	0	3	0	3	0	75	1	0	76	0	0	1	0	1	186
04:15 PM	1	93	0	0	94	0	1	2	0	3	0	86	3	0	89	0	0	2	0	2	188
04:30 PM	0	86	3	0	89	2	0	1	0	3	0	118	0	0	118	2	0	1	0	3	213
04:45 PM	3	88	1	0	92	0	0	1	0	1	0	125	1	0	126	0	0	0	0	0	219
Total	4	370	7	0	381	2	1	7	0	10	0	404	5	0	409	2	0	4	0	6	806
05:00 PM	2	94	3	0	99	1	0	6	0	7	0	134	1	0	135	0	2	0	0	2	243
05:15 PM	0	109	1	0	110	1	1	4	0	6	0	154	1	0	155	1	4	0	0	5	276
05:30 PM	9	111	1	0	121	0	2	3	0	5	0	139	4	0	143	0	0	1	0	1	270
05:45 PM	0	71	0	0	71	0	0	2	0	2	0	93	1	0	94	2	2	0	0	4	171
Total	11	385	5	0	401	2	3	15	0	20	0	520	7	0	527	3	8	1	0	12	960
06:00 PM	2	90	0	0	92	0	1	2	0	3	0	71	0	0	71	0	0	1	0	1	167
06:15 PM	4	80	1	0	85	0	0	1	0	1	0	41	2	0	43	0	0	1	0	1	130
Grand Total	32	1453	17	0	1502	6	6	50	0	62	0	1385	14	0	1399	7	11	14	0	32	2995
Apprch %	2.1	96.7	1.1	0		9.7	9.7	80.6	0		0	99	1	0		21.9	34.4	43.8	0		
Total %	1.1	48.5	0.6	0	50.2	0.2	0.2	1.7	0	2.1	0	46.2	0.5	0	46.7	0.2	0.4	0.5	0	1.1	
Lights	30	1378	16	0	1424	6	6	48	0	60	0	1314	14	0	1328	7	11	12	0	30	2842
% Lights	93.8	94.8	94.1	0	94.8	100	100	96	0	96.8	0	94.9	100	0	94.9	100	100	85.7	0	93.8	94.9
Buses	1	40	1	0	42	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	51
% Buses	3.1	2.8	5.9	0	2.8	0	0	0	0	0	0	0.6	0	0	0.6	0	0	7.1	0	3.1	1.7
Trucks	1	35	0	0	36	0	0	2	0	2	0	63	0	0	63	0	0	1	0	1	102
% Trucks	3.1	2.4	0	0	2.4	0	0	4	0	3.2	0	4.5	0	0	4.5	0	0	7.1	0	3.1	3.4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

File Name : 1-BRADHURST_AVE_&BROAD_ST-TUES_693260_09-10-2019
Site Code :
Start Date : 9/10/2019

	BRADHURST AVE From North					BROAD ST From East					BRADHURST AVE From South					BROAD ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	94	3	0	99	1	0	6	0	7	0	134	1	0	135	0	2	0	0	2	243
05:15 PM	0	109	1	0	110	1	1	4	0	6	0	154	1	0	155	1	4	0	0	5	276
05:30 PM	9	111	1	0	121	0	2	3	0	5	0	139	4	0	143	0	0	1	0	1	270
05:45 PM	0	71	0	0	71	0	0	2	0	2	0	93	1	0	94	2	2	0	0	4	171
Total Volume	11	385	5	0	401	2	3	15	0	20	0	520	7	0	527	3	8	1	0	12	960
% App. Total	2.7	96	1.2	0		10	15	75	0		0	98.7	1.3	0		25	66.7	8.3	0		
PHF	.306	.867	.417	.000	.829	.500	.375	.625	.000	.714	.000	.844	.438	.000	.850	.375	.500	.250	.000	.600	.870
Lights	10	379	4	0	393	2	3	15	0	20	0	504	7	0	511	3	8	1	0	12	936
% Lights	90.9	98.4	80.0	0	98.0	100	100	100	0	100	0	96.9	100	0	97.0	100	100	100	0	100	97.5
Buses	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0.3	20.0	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2
Trucks	1	5	0	0	6	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	22
% Trucks	9.1	1.3	0	0	1.5	0	0	0	0	0	0	3.1	0	0	3.0	0	0	0	0	0	2.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 5-BRANDHURST_AVE_AT_CHELSEA_ST_650143_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BRANDHURST AVE From North					CHELSEA ST From East					BRANDHURST AVE From South					CHELSEA ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	93	3	0	96	1	0	21	0	22	5	13	0	0	18	0	2	0	0	2	138
06:45 AM	0	109	6	0	115	1	2	24	0	27	5	14	1	0	20	0	2	0	0	2	164
Total	0	202	9	0	211	2	2	45	0	49	10	27	1	0	38	0	4	0	0	4	302
07:00 AM	0	94	3	0	97	1	0	18	1	20	7	20	0	0	27	0	1	0	0	1	145
07:15 AM	1	126	8	0	135	1	2	21	0	24	10	27	0	0	37	3	6	2	0	11	207
07:30 AM	1	146	8	0	155	0	1	37	0	38	9	24	2	0	35	1	0	1	0	2	230
07:45 AM	0	187	18	0	205	0	6	22	0	28	12	21	0	0	33	1	7	1	0	9	275
Total	2	553	37	0	592	2	9	98	1	110	38	92	2	0	132	5	14	4	0	23	857
08:00 AM	0	177	10	0	187	6	3	19	0	28	16	42	0	0	58	1	2	1	0	4	277
08:15 AM	1	155	18	0	174	2	3	30	0	35	14	30	0	0	44	1	3	0	0	4	257
08:30 AM	2	130	8	0	140	0	2	34	0	36	19	16	0	0	35	0	3	0	0	3	214
08:45 AM	2	112	13	0	127	2	1	50	0	53	9	25	0	0	34	0	1	1	0	2	216
Total	5	574	49	0	628	10	9	133	0	152	58	113	0	0	171	2	9	2	0	13	964
09:00 AM	0	76	3	0	79	2	3	22	0	27	9	39	0	0	48	0	0	1	0	1	155
09:15 AM	0	85	10	0	95	0	3	26	0	29	13	25	0	0	38	0	0	0	0	0	162
Grand Total	7	1490	108	0	1605	16	26	324	1	367	128	296	3	0	427	7	27	7	0	41	2440
Apprch %	0.4	92.8	6.7	0		4.4	7.1	88.3	0.3		30	69.3	0.7	0		17.1	65.9	17.1	0		
Total %	0.3	61.1	4.4	0	65.8	0.7	1.1	13.3	0	15	5.2	12.1	0.1	0	17.5	0.3	1.1	0.3	0	1.7	
Lights	5	1413	103	0	1521	15	24	284	0	323	119	254	2	0	375	7	22	7	0	36	2255
% Lights	71.4	94.8	95.4	0	94.8	93.8	92.3	87.7	0	88	93	85.8	66.7	0	87.8	100	81.5	100	0	87.8	92.4
Buses	0	19	3	0	22	0	0	35	0	35	5	1	0	0	6	0	2	0	0	2	65
% Buses	0	1.3	2.8	0	1.4	0	0	10.8	0	9.5	3.9	0.3	0	0	1.4	0	7.4	0	0	4.9	2.7
Trucks	2	58	2	0	62	1	2	5	0	8	4	41	1	0	46	0	3	0	0	3	119
% Trucks	28.6	3.9	1.9	0	3.9	6.2	7.7	1.5	0	2.2	3.1	13.9	33.3	0	10.8	0	11.1	0	0	7.3	4.9
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	0.3	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 5-BRANDHURST_AVE_AT_CHELSEA_ST_650143_05-01-2019
Site Code :
Start Date : 5/1/2019

	BRANDHURST AVE From North					CHELSEA ST From East					BRANDHURST AVE From South					CHELSEA ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	**177**	10	0	**187**	**6**	**3**	19	0	28	16	**42**	0	0	**58**	**1**	2	**1**	0	**4**	**277**
08:15 AM	1	155	**18**	0	174	2	3	30	0	35	14	30	0	0	44	1	**3**	0	0	4	257
08:30 AM	**2**	130	8	0	140	0	2	34	0	36	**19**	16	0	0	35	0	3	0	0	3	214
08:45 AM	2	112	13	0	127	2	1	**50**	0	**53**	9	25	0	0	34	0	1	1	0	2	216
Total Volume	5	574	49	0	628	10	9	133	0	152	58	113	0	0	171	2	9	2	0	13	964
% App. Total	0.8	91.4	7.8	0		6.6	5.9	87.5	0		33.9	66.1	0	0		15.4	69.2	15.4	0		
PHF	.625	.811	.681	.000	.840	.417	.750	.665	.000	.717	.763	.673	.000	.000	.737	.500	.750	.500	.000	.813	.870
Lights	5	540	46	0	591	10	8	102	0	120	51	105	0	0	156	2	8	2	0	12	879
% Lights	100	94.1	93.9	0	94.1	100	88.9	76.7	0	78.9	87.9	92.9	0	0	91.2	100	88.9	100	0	92.3	91.2
Buses	0	11	2	0	13	0	0	27	0	27	4	0	0	0	4	0	0	0	0	0	44
% Buses	0	1.9	4.1	0	2.1	0	0	20.3	0	17.8	6.9	0	0	0	2.3	0	0	0	0	0	4.6
Trucks	0	23	1	0	24	0	1	4	0	5	3	8	0	0	11	0	1	0	0	1	41
% Trucks	0	4.0	2.0	0	3.8	0	11.1	3.0	0	3.3	5.2	7.1	0	0	6.4	0	11.1	0	0	7.7	4.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 5-BRANDHURST_AVE_AT_CHELSEA_ST_650143_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BRANDHURST AVE From North					CHELSEA ST From East					BRANDHURST AVE From South					CHELSEA ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	42	3	0	45	1	2	25	0	28	14	33	0	0	47	0	3	0	0	3	123
02:15 PM	1	54	4	0	59	1	4	19	0	24	11	25	1	0	37	0	2	1	0	3	123
02:30 PM	0	59	1	0	60	2	6	18	0	26	12	32	0	0	44	0	6	0	0	6	136
02:45 PM	1	46	3	0	50	3	3	26	0	32	19	43	2	0	64	0	4	1	0	5	151
Total	2	201	11	0	214	7	15	88	0	110	56	133	3	0	192	0	15	2	0	17	533
03:00 PM	0	51	9	0	60	1	4	39	0	44	27	38	0	0	65	1	3	0	0	4	173
03:15 PM	1	65	2	0	68	1	2	42	0	45	20	68	1	0	89	0	1	0	0	1	203
03:30 PM	1	59	2	0	62	2	3	35	0	40	26	59	0	0	85	0	1	0	0	1	188
03:45 PM	0	67	8	0	75	1	5	20	0	26	27	58	1	0	86	0	1	1	0	2	189
Total	2	242	21	0	265	5	14	136	0	155	100	223	2	0	325	1	6	1	0	8	753
04:00 PM	1	71	8	0	80	1	2	40	0	43	23	59	1	0	83	0	5	0	0	5	211
04:15 PM	0	98	5	0	103	5	4	47	0	56	28	82	0	1	111	2	3	1	0	6	276
04:30 PM	0	70	5	0	75	2	7	42	0	51	43	90	0	0	133	0	0	1	0	1	260
04:45 PM	0	47	5	0	52	4	7	28	0	39	31	75	2	0	108	0	1	1	0	2	201
Total	1	286	23	0	310	12	20	157	0	189	125	306	3	1	435	2	9	3	0	14	948
05:00 PM	3	70	7	0	80	7	4	36	0	47	33	63	0	0	96	1	3	0	0	4	227
05:15 PM	2	65	6	0	73	3	10	49	0	62	34	95	0	0	129	0	2	1	0	3	267
05:30 PM	1	76	10	0	87	3	1	44	0	48	34	116	2	0	152	2	2	2	0	6	293
05:45 PM	0	53	4	0	57	2	8	33	0	43	48	119	1	0	168	1	1	1	0	3	271
Total	6	264	27	0	297	15	23	162	0	200	149	393	3	0	545	4	8	4	0	16	1058
06:00 PM	0	55	0	0	55	2	5	33	0	40	24	52	0	0	76	0	2	1	0	3	174
06:15 PM	0	45	0	0	45	1	9	23	0	33	14	33	2	0	49	1	2	1	0	4	131
Grand Total	11	1093	82	0	1186	42	86	599	0	727	468	1140	13	1	1622	8	42	12	0	62	3597
Apprch %	0.9	92.2	6.9	0		5.8	11.8	82.4	0		28.9	70.3	0.8	0.1		12.9	67.7	19.4	0		
Total %	0.3	30.4	2.3	0	33	1.2	2.4	16.7	0	20.2	13	31.7	0.4	0	45.1	0.2	1.2	0.3	0	1.7	
Lights	11	1042	80	0	1133	38	84	562	0	684	457	1075	13	0	1545	8	38	11	0	57	3419
% Lights	100	95.3	97.6	0	95.5	90.5	97.7	93.8	0	94.1	97.6	94.3	100	0	95.3	100	90.5	91.7	0	91.9	95.1
Buses	0	13	1	0	14	2	2	34	0	38	9	7	0	0	16	0	3	0	0	3	71
% Buses	0	1.2	1.2	0	1.2	4.8	2.3	5.7	0	5.2	1.9	0.6	0	0	1	0	7.1	0	0	4.8	2
Trucks	0	38	1	0	39	2	0	3	0	5	2	58	0	0	60	0	1	1	0	2	106
% Trucks	0	3.5	1.2	0	3.3	4.8	0	0.5	0	0.7	0.4	5.1	0	0	3.7	0	2.4	8.3	0	3.2	2.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.1	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 5-BRANDHURST_AVE_AT_CHELSEA_ST_650143_05-01-2019
Site Code :
Start Date : 5/1/2019

	BRANDHURST AVE From North					CHELSEA ST From East					BRANDHURST AVE From South					CHELSEA ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**3**	70	7	0	80	**7**	4	36	0	47	33	63	0	0	96	1	**3**	0	0	4	227
05:15 PM	2	65	6	0	73	3	**10**	**49**	0	**62**	34	95	0	0	129	0	2	1	0	3	267
05:30 PM	1	**76**	**10**	0	**87**	3	1	44	0	48	34	116	**2**	0	152	**2**	2	**2**	0	**6**	**293**
05:45 PM	0	53	4	0	57	2	8	33	0	43	**48**	**119**	1	0	**168**	1	1	1	0	3	271
Total Volume	6	264	27	0	297	15	23	162	0	200	149	393	3	0	545	4	8	4	0	16	1058
% App. Total	2	88.9	9.1	0		7.5	11.5	81	0		27.3	72.1	0.6	0		25	50	25	0		
PHF	.500	.868	.675	.000	.853	.536	.575	.827	.000	.806	.776	.826	.375	.000	.811	.500	.667	.500	.000	.667	.903
Lights	6	259	27	0	292	14	23	161	0	198	148	382	3	0	533	4	7	4	0	15	1038
% Lights	100	98.1	100	0	98.3	93.3	100	99.4	0	99.0	99.3	97.2	100	0	97.8	100	87.5	100	0	93.8	98.1
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	6.7	0	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	0	5	0	0	5	0	0	1	0	1	1	11	0	0	12	0	1	0	0	1	19
% Trucks	0	1.9	0	0	1.7	0	0	0.6	0	0.5	0.7	2.8	0	0	2.2	0	12.5	0	0	6.3	1.8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 13-BRANDHURST_AVE_AT_BRIGHTON_AVE__650153_05-01-2019
Site Code :
Start Date : 5/1/2019

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BRIGHTON AVE From North					BRANDHURST AVE From East					BRIGHTON AVE From South					BRANDHURST AVE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	75	0	0	0	75	0	9	0	0	9	0	1	0	0	1	0	10	5	0	15	100
06:45 AM	105	0	0	0	105	1	17	0	0	18	0	1	0	1	2	0	14	5	0	19	144
Total	180	0	0	0	180	1	26	0	0	27	0	2	0	1	3	0	24	10	0	34	244
07:00 AM	81	0	0	0	81	0	13	0	0	13	0	1	0	0	1	0	12	11	0	23	118
07:15 AM	109	1	0	0	110	3	23	0	0	26	0	0	0	1	1	0	21	17	0	38	175
07:30 AM	138	3	0	0	141	0	13	2	0	15	0	0	1	0	1	0	16	8	0	24	181
07:45 AM	183	4	2	0	189	1	21	0	0	22	1	2	0	0	3	0	18	11	0	29	243
Total	511	8	2	0	521	4	70	2	0	76	1	3	1	1	6	0	67	47	0	114	717
08:00 AM	167	3	0	0	170	2	18	2	0	22	1	2	0	0	3	0	28	13	0	41	236
08:15 AM	164	5	0	0	169	2	26	0	0	28	2	2	0	0	4	0	21	18	0	39	240
08:30 AM	121	0	0	0	121	1	23	1	0	25	0	0	0	0	0	0	12	6	0	18	164
08:45 AM	106	0	0	0	106	1	18	0	0	19	1	0	0	0	1	1	12	13	0	26	152
Total	558	8	0	0	566	6	85	3	0	94	4	4	0	0	8	1	73	50	0	124	792
09:00 AM	72	0	0	0	72	1	16	0	0	17	0	1	0	0	1	1	15	27	0	43	133
09:15 AM	78	0	0	0	78	2	17	1	0	20	1	1	0	0	2	0	15	10	0	25	125
Grand Total	1399	16	2	0	1417	14	214	6	0	234	6	11	1	2	20	2	194	144	0	340	2011
Apprch %	98.7	1.1	0.1	0		6	91.5	2.6	0		30	55	5	10		0.6	57.1	42.4	0		
Total %	69.6	0.8	0.1	0	70.5	0.7	10.6	0.3	0	11.6	0.3	0.5	0	0.1	1	0.1	9.6	7.2	0	16.9	
Lights	1339	15	2	0	1356	12	191	5	0	208	6	11	0	0	17	2	174	122	0	298	1879
% Lights	95.7	93.8	100	0	95.7	85.7	89.3	83.3	0	88.9	100	100	0	0	85	100	89.7	84.7	0	87.6	93.4
Buses	16	0	0	0	16	0	5	0	0	5	0	0	1	0	1	0	2	1	0	3	25
% Buses	1.1	0	0	0	1.1	0	2.3	0	0	2.1	0	0	100	0	5	0	1	0.7	0	0.9	1.2
Trucks	44	1	0	0	45	2	18	1	0	21	0	0	0	0	0	0	18	21	0	39	105
% Trucks	3.1	6.2	0	0	3.2	14.3	8.4	16.7	0	9	0	0	0	0	0	0	9.3	14.6	0	11.5	5.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	10	0	0	0	0	0	0.1

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 13-BRANDHURST_AVE_AT_BRIGHTON_AVE__650153_05-01-2019
Site Code :
Start Date : 5/1/2019

	BRIGHTON AVE From North					BRANDHURST AVE From East					BRIGHTON AVE From South					BRANDHURST AVE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**167**	3	0	0	**170**	**2**	18	**2**	0	22	1	**2**	0	0	3	0	**28**	13	0	**41**	236
08:15 AM	164	**5**	0	0	169	2	**26**	0	0	**28**	**2**	2	0	0	**4**	0	21	**18**	0	39	**240**
08:30 AM	121	0	0	0	121	1	23	1	0	25	0	0	0	0	0	0	12	6	0	18	164
08:45 AM	106	0	0	0	106	1	18	0	0	19	1	0	0	0	1	**1**	12	13	0	26	152
Total Volume	558	8	0	0	566	6	85	3	0	94	4	4	0	0	8	1	73	50	0	124	792
% App. Total	98.6	1.4	0	0		6.4	90.4	3.2	0		50	50	0	0		0.8	58.9	40.3	0		
PHF	.835	.400	.000	.000	.832	.750	.817	.375	.000	.839	.500	.500	.000	.000	.500	.250	.652	.694	.000	.756	.825
Lights	528	8	0	0	536	6	75	3	0	84	4	4	0	0	8	1	69	44	0	114	742
% Lights	94.6	100	0	0	94.7	100	88.2	100	0	89.4	100	100	0	0	100	100	94.5	88.0	0	91.9	93.7
Buses	9	0	0	0	9	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	12
% Buses	1.6	0	0	0	1.6	0	3.5	0	0	3.2	0	0	0	0	0	0	0	0	0	0	1.5
Trucks	21	0	0	0	21	0	7	0	0	7	0	0	0	0	0	0	4	6	0	10	38
% Trucks	3.8	0	0	0	3.7	0	8.2	0	0	7.4	0	0	0	0	0	0	5.5	12.0	0	8.1	4.8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 13-BRANDHURST_AVE_AT_BRIGHTON_AVE__650153_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BRIGHTON AVE From North					BRANDHURST AVE From East					BRIGHTON AVE From South					BRANDHURST AVE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	30	0	1	0	31	2	17	1	0	20	0	1	0	0	1	0	12	24	0	36	88
02:15 PM	44	0	0	0	44	0	12	1	0	13	2	2	0	0	4	0	13	17	0	30	91
02:30 PM	53	0	0	0	53	1	15	0	0	16	1	1	0	0	2	0	17	12	0	29	100
02:45 PM	37	0	0	0	37	1	13	0	0	14	2	1	0	0	3	0	17	24	0	41	95
Total	164	0	1	0	165	4	57	2	0	63	5	5	0	0	10	0	59	77	0	136	374
03:00 PM	54	3	0	0	57	2	14	0	0	16	2	3	0	0	5	0	22	15	0	37	115
03:15 PM	57	0	1	0	58	2	14	0	0	16	1	1	1	1	4	0	25	38	0	63	141
03:30 PM	53	0	1	0	54	2	12	1	0	15	0	3	0	0	3	1	20	44	0	65	137
03:45 PM	63	2	1	0	66	4	11	0	0	15	2	1	0	0	3	0	18	40	0	58	142
Total	227	5	3	0	235	10	51	1	0	62	5	8	1	1	15	1	85	137	0	223	535
04:00 PM	55	1	0	0	56	4	20	0	0	24	0	3	0	0	3	0	30	27	0	57	140
04:15 PM	61	0	0	0	61	1	42	0	0	43	2	1	0	1	4	1	44	38	0	83	191
04:30 PM	52	1	0	0	53	2	20	2	0	24	1	1	1	0	3	1	44	47	0	92	172
04:45 PM	51	1	0	0	52	4	9	0	0	13	0	1	0	0	1	0	29	40	0	69	135
Total	219	3	0	0	222	11	91	2	0	104	3	6	1	1	11	2	147	152	0	301	638
05:00 PM	57	1	0	0	58	0	19	0	0	19	1	1	0	1	3	0	20	49	0	69	149
05:15 PM	56	0	0	0	56	3	19	0	0	22	0	2	0	0	2	0	25	62	0	87	167
05:30 PM	56	0	0	0	56	0	26	1	0	27	0	1	0	0	1	0	30	83	0	113	197
05:45 PM	38	1	0	0	39	5	27	1	0	33	0	0	0	0	0	0	45	65	0	110	182
Total	207	2	0	0	209	8	91	2	0	101	1	4	0	1	6	0	120	259	0	379	695
06:00 PM	35	0	1	0	36	2	22	1	0	25	0	1	0	0	1	0	35	30	0	65	127
06:15 PM	31	2	0	0	33	5	23	0	0	28	2	0	0	0	2	0	18	15	0	33	96
Grand Total	883	12	5	0	900	40	335	8	0	383	16	24	2	3	45	3	464	670	0	1137	2465
Apprch %	98.1	1.3	0.6	0		10.4	87.5	2.1	0		35.6	53.3	4.4	6.7		0.3	40.8	58.9	0		
Total %	35.8	0.5	0.2	0	36.5	1.6	13.6	0.3	0	15.5	0.6	1	0.1	0.1	1.8	0.1	18.8	27.2	0	46.1	
Lights	839	12	5	0	856	38	325	7	0	370	16	23	1	0	40	2	445	625	0	1072	2338
% Lights	95	100	100	0	95.1	95	97	87.5	0	96.6	100	95.8	50	0	88.9	66.7	95.9	93.3	0	94.3	94.8
Buses	12	0	0	0	12	0	2	0	0	2	0	0	1	0	1	0	2	4	0	6	21
% Buses	1.4	0	0	0	1.3	0	0.6	0	0	0.5	0	0	50	0	2.2	0	0.4	0.6	0	0.5	0.9
Trucks	32	0	0	0	32	2	8	1	0	11	0	1	0	0	1	1	17	41	0	59	103
% Trucks	3.6	0	0	0	3.6	5	2.4	12.5	0	2.9	0	4.2	0	0	2.2	33.3	3.7	6.1	0	5.2	4.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	3
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	6.7	0	0	0	0	0	0.1

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 13-BRANDHURST_AVE_AT_BRIGHTON_AVE__650153_05-01-2019
Site Code :
Start Date : 5/1/2019

	BRIGHTON AVE From North					BRANDHURST AVE From East					BRIGHTON AVE From South					BRANDHURST AVE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**57**	**1**	0	0	**58**	0	19	0	0	19	**1**	1	0	**1**	**3**	0	20	49	0	69	149
05:15 PM	56	0	0	0	56	3	19	0	0	22	0	**2**	0	0	2	0	25	62	0	87	167
05:30 PM	56	0	0	0	56	0	26	**1**	0	27	0	1	0	0	1	0	30	**83**	0	**113**	**197**
05:45 PM	38	1	0	0	39	**5**	**27**	1	0	**33**	0	0	0	0	0	0	**45**	65	0	110	182
Total Volume	207	2	0	0	209	8	91	2	0	101	1	4	0	1	6	0	120	259	0	379	695
% App. Total	99	1	0	0		7.9	90.1	2	0		16.7	66.7	0	16.7		0	31.7	68.3	0		
PHF	.908	.500	.000	.000	.901	.400	.843	.500	.000	.765	.250	.500	.000	.250	.500	.000	.667	.780	.000	.838	.882
Lights	202	2	0	0	204	8	90	2	0	100	1	4	0	0	5	0	118	247	0	365	674
% Lights	97.6	100	0	0	97.6	100	98.9	100	0	99.0	100	100	0	0	83.3	0	98.3	95.4	0	96.3	97.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0.3	0.1
Trucks	5	0	0	0	5	0	1	0	0	1	0	0	0	0	0	0	2	11	0	13	19
% Trucks	2.4	0	0	0	2.4	0	1.1	0	0	1.0	0	0	0	0	0	0	1.7	4.2	0	3.4	2.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	16.7	0	0	0	0	0	0.1

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 14.BRADHURST_AVENUE_&_BROADWAY_&_MEMORIAL_DRIVE_WED_650180_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North						BROADWAY From East						MEMORIAL DR From South						BRADHURST AVE From Southwest						BROADWAY From West					
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	0	30	12	2	0	44	2	0	7	0	0	9	0	9	0	0	0	9	0	0	89	0	0	89	151
06:45 AM	0	0	0	0	0	0	0	47	15	4	0	66	10	0	1	0	1	12	0	17	0	0	0	17	0	3	98	0	0	101	196
Total	0	0	0	0	0	0	0	77	27	6	0	110	12	0	8	0	1	21	0	26	0	0	0	26	0	3	187	0	0	190	347
07:00 AM	0	0	0	0	0	0	0	38	14	4	0	56	8	0	7	0	0	15	0	12	0	0	0	12	0	3	132	0	0	135	218
07:15 AM	0	0	0	0	0	0	0	43	21	4	0	68	9	0	10	0	0	19	0	22	0	0	0	22	0	3	175	0	0	178	287
07:30 AM	0	0	0	0	0	0	0	53	15	5	0	73	8	0	8	0	0	16	0	22	0	0	0	22	0	4	199	0	0	203	314
07:45 AM	0	0	0	0	0	0	0	63	19	8	0	90	12	0	8	0	0	20	2	24	0	0	0	26	0	2	214	0	0	216	352
Total	0	0	0	0	0	0	0	197	69	21	0	287	37	0	33	0	0	70	2	80	0	0	0	82	0	12	720	0	0	732	1171
08:00 AM	0	0	0	0	0	0	0	68	20	4	0	92	6	0	12	0	0	18	1	25	0	0	0	26	0	3	210	0	0	213	349
08:15 AM	0	0	0	0	0	0	0	80	33	3	0	116	5	0	14	0	0	19	0	29	0	0	0	29	2	0	205	0	0	207	371
08:30 AM	0	0	0	0	0	0	0	76	18	6	0	100	10	0	8	1	0	19	0	11	0	0	0	11	3	4	181	0	0	188	318
08:45 AM	0	0	0	0	0	0	0	72	17	1	0	90	10	0	3	0	0	13	0	17	0	0	0	17	1	2	172	0	0	175	295
Total	0	0	0	0	0	0	0	296	88	14	0	398	31	0	37	1	0	69	1	82	0	0	0	83	6	9	768	0	0	783	1333
09:00 AM	0	0	0	0	0	0	0	59	11	2	0	72	5	0	2	2	0	9	0	17	0	2	0	19	1	3	127	0	1	132	232
09:15 AM	0	0	0	0	0	0	0	58	21	2	0	81	3	0	7	0	0	10	0	18	0	0	0	18	3	6	120	0	0	129	238
Grand Total	0	0	0	0	0	0	0	687	216	45	0	948	88	0	87	3	1	179	3	223	0	2	0	228	10	33	1922	0	1	1966	3321
Apprch %	0	0	0	0	0		0	72.5	22.8	4.7	0		49.2	0	48.6	1.7	0.6		1.3	97.8	0	0.9	0		0.5	1.7	97.8	0	0.1		
Total %	0	0	0	0	0	0	0	20.7	6.5	1.4	0	28.5	2.6	0	2.6	0.1	0	5.4	0.1	6.7	0	0.1	0	6.9	0.3	1	57.9	0	0	59.2	
Lights	0	0	0	0	0	0	0	625	195	40	0	860	83	0	78	2	0	163	3	207	0	2	0	212	10	30	1838	0	0	1878	3113
% Lights	0	0	0	0	0	0	0	91	90.3	88.9	0	90.7	94.3	0	89.7	66.7	0	91.1	100	92.8	0	100	0	93	100	90.9	95.6	0	0	95.5	93.7
Buses	0	0	0	0	0	0	0	10	5	2	0	17	1	0	2	0	0	3	0	2	0	0	0	2	0	2	20	0	0	22	44
% Buses	0	0	0	0	0	0	0	1.5	2.3	4.4	0	1.8	1.1	0	2.3	0	0	1.7	0	0.9	0	0	0	0.9	0	6.1	1	0	0	1.1	1.3
Trucks	0	0	0	0	0	0	0	52	16	3	0	71	4	0	7	1	0	12	0	14	0	0	0	14	0	1	64	0	0	65	162
% Trucks	0	0	0	0	0	0	0	7.6	7.4	6.7	0	7.5	4.5	0	8	33.3	0	6.7	0	6.3	0	0	0	6.1	0	3	3.3	0	0	3.3	4.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.6	0	0	0	0	0	0	0	0	0	0	100	0.1	0.1

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 14.BRADHURST_AVENUE_&_BROADWAY_&_MEMORIAL_DRIVE_WED_650180_05-01-2019
Site Code :
Start Date : 5/1/2019

	From North						BROADWAY From East						MEMORIAL DR From South						BRADHURST AVE From Southwest						BROADWAY From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 08:00 AM																															
08:00 AM	0	0	0	0	0	0	0	68	20	4	0	92	6	0	12	0	0	18	**1**	25	0	0	0	26	0	3	**210**	0	0	**213**	349
08:15 AM	0	0	0	0	0	0	0	**80**	**33**	3	0	**116**	5	0	**14**	0	0	**19**	0	**29**	0	0	0	**29**	2	0	205	0	0	207	**371**
08:30 AM	0	0	0	0	0	0	0	76	18	**6**	0	100	**10**	0	8	**1**	0	19	0	11	0	0	0	11	**3**	**4**	181	0	0	188	318
08:45 AM	0	0	0	0	0	0	0	72	17	1	0	90	10	0	3	0	0	13	0	17	0	0	0	17	1	2	172	0	0	175	295
Total Volume	0	0	0	0	0	0	0	296	88	14	0	398	31	0	37	1	0	69	1	82	0	0	0	83	6	9	768	0	0	783	1333
% App. Total	0	0	0	0	0		0	74.4	22.1	3.5	0		44.9	0	53.6	1.4	0		1.2	98.8	0	0	0		0.8	1.1	98.1	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.925	.667	.583	.000	.858	.775	.000	.661	.250	.000	.908	.250	.707	.000	.000	.000	.716	.500	.563	.914	.000	.000	.919	.898
Lights	0	0	0	0	0	0	0	267	80	13	0	360	29	0	35	0	0	64	1	78	0	0	0	79	6	9	724	0	0	739	1242
% Lights	0	0	0	0	0	0	0	90.2	90.9	92.9	0	90.5	93.5	0	94.6	0	0	92.8	100	95.1	0	0	0	95.2	100	100	94.3	0	0	94.4	93.2
Buses	0	0	0	0	0	0	0	3	3	1	0	7	1	0	0	0	0	1	0	0	0	0	0	0	0	0	9	0	0	9	17
% Buses	0	0	0	0	0	0	0	1.0	3.4	7.1	0	1.8	3.2	0	0	0	0	1.4	0	0	0	0	0	0	0	0	1.2	0	0	1.1	1.3
Trucks	0	0	0	0	0	0	0	26	5	0	0	31	1	0	2	1	0	4	0	4	0	0	0	4	0	0	35	0	0	35	74
% Trucks	0	0	0	0	0	0	0	8.8	5.7	0	0	7.8	3.2	0	5.4	100	0	5.8	0	4.9	0	0	0	4.8	0	0	4.6	0	0	4.5	5.6
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 14.BRADHURST_AVENUE_&_BROADWAY_&_MEMORIAL_DRIVE_WED_650180_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North						BROADWAY From East						MEMORIAL DR From South						BRADHURST AVE From Southwest						BROADWAY From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	57	18	3	0	78	4	0	6	0	0	10	0	14	0	0	0	14	1	4	89	0	0	94	196
02:15 PM	0	0	0	0	0	0	0	65	17	11	0	93	2	0	2	0	1	5	0	12	0	0	1	13	1	3	95	0	0	99	210
02:30 PM	0	0	0	0	0	0	0	70	16	4	0	90	5	0	3	0	0	8	0	24	0	0	0	24	2	4	86	0	0	92	214
02:45 PM	0	0	0	0	0	0	0	66	18	8	1	93	9	0	5	0	0	14	1	22	0	1	0	24	0	5	100	0	0	105	236
Total	0	0	0	0	0	0	0	258	69	26	1	354	20	0	16	0	1	37	1	72	0	1	1	75	4	16	370	0	0	390	856
03:00 PM	0	0	0	0	0	0	0	68	13	2	0	83	6	0	10	0	1	17	1	18	0	0	0	19	2	3	107	0	0	112	231
03:15 PM	0	0	0	0	0	0	0	66	17	3	0	86	7	0	3	0	0	10	0	26	0	0	0	26	1	2	100	0	0	103	225
03:30 PM	0	0	0	0	0	0	0	83	13	5	0	101	5	0	7	0	0	12	0	24	0	1	0	25	1	7	97	0	0	105	243
03:45 PM	0	0	0	0	0	0	0	58	13	4	0	75	1	0	4	0	0	5	0	22	0	0	0	22	1	5	134	0	0	140	242
Total	0	0	0	0	0	0	0	275	56	14	0	345	19	0	24	0	1	44	1	90	0	1	0	92	5	17	438	0	0	460	941
04:00 PM	0	0	0	0	0	0	0	91	29	6	0	126	11	0	7	1	0	19	0	38	0	0	0	38	0	4	104	0	1	109	292
04:15 PM	0	0	0	0	0	0	0	71	48	6	0	125	10	0	3	1	0	14	0	48	0	0	0	48	1	5	116	0	0	122	309
04:30 PM	0	0	0	0	0	0	0	80	21	7	0	108	6	0	7	0	1	14	0	43	0	0	0	43	1	5	105	0	0	111	276
04:45 PM	0	0	0	0	0	0	0	84	15	4	1	104	4	0	3	0	2	9	1	24	0	0	0	25	0	4	115	0	0	119	257
Total	0	0	0	0	0	0	0	326	113	23	1	463	31	0	20	2	3	56	1	153	0	0	0	154	2	18	440	0	1	461	1134
05:00 PM	0	0	0	0	0	0	0	84	20	10	0	114	8	0	9	0	1	18	0	27	0	0	0	27	2	2	120	0	0	124	283
05:15 PM	0	0	0	0	0	0	0	94	20	6	0	120	5	0	12	0	1	18	2	24	0	0	0	26	1	4	103	0	0	108	272
05:30 PM	0	0	0	0	0	0	0	103	35	5	0	143	3	0	11	1	0	15	0	25	0	0	0	25	1	5	101	0	0	107	290
05:45 PM	0	0	0	0	0	0	0	65	26	7	0	98	2	0	13	0	0	15	3	54	0	0	0	57	0	8	115	0	0	123	293
Total	0	0	0	0	0	0	0	346	101	28	0	475	18	0	45	1	2	66	5	130	0	0	0	135	4	19	439	0	0	462	1138
06:00 PM	0	0	0	0	0	0	0	55	22	5	0	82	3	0	9	0	2	14	0	31	0	0	0	31	0	7	72	0	0	79	206
06:15 PM	0	0	0	0	0	0	0	64	25	6	0	95	6	0	4	0	0	10	0	17	0	1	0	18	2	5	81	0	0	88	211
Grand Total	0	0	0	0	0	0	0	1324	386	102	2	1814	97	0	118	3	9	227	8	493	0	3	1	505	17	82	1840	0	1	1940	4486
Apprch %	0	0	0	0	0		0	73	21.3	5.6	0.1		42.7	0	52	1.3	4		1.6	97.6	0	0.6	0.2		0.9	4.2	94.8	0	0.1		
Total %	0	0	0	0	0	0	0	29.5	8.6	2.3	0	40.4	2.2	0	2.6	0.1	0.2	5.1	0.2	11	0	0.1	0	11.3	0.4	1.8	41	0	0	43.2	
Lights	0	0	0	0	0	0	0	1252	371	97	0	1720	95	0	109	3	0	207	8	471	0	3	0	482	16	76	1767	0	0	1859	4268
% Lights	0	0	0	0	0	0	0	94.6	96.1	95.1	0	94.8	97.9	0	92.4	100	0	91.2	100	95.5	0	100	0	95.4	94.1	92.7	96	0	0	95.8	95.1
Buses	0	0	0	0	0	0	0	19	4	2	0	25	1	0	5	0	0	6	0	3	0	0	0	3	0	1	25	0	0	26	60
% Buses	0	0	0	0	0	0	0	1.4	1	2	0	1.4	1	0	4.2	0	0	2.6	0	0.6	0	0	0	0.6	0	1.2	1.4	0	0	1.3	1.3
Trucks	0	0	0	0	0	0	0	53	11	3	0	67	1	0	4	0	0	5	0	19	0	0	0	19	1	5	48	0	0	54	145
% Trucks	0	0	0	0	0	0	0	4	2.8	2.9	0	3.7	1	0	3.4	0	0	2.2	0	3.9	0	0	0	3.8	5.9	6.1	2.6	0	0	2.8	3.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	9	9	0	0	0	0	1	1	0	0	0	0	1	1	13
% Pedestrians	0	0	0	0	0	0	0	0	0	0	100	0.1	0	0	0	0	100	4	0	0	0	0	100	0.2	0	0	0	0	100	0.1	0.3

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 14.BRADHURST_AVENUE_&_BROADWAY_&_MEMORIAL_DRIVE_WED_650180_05-01-2019
Site Code :
Start Date : 5/1/2019

	From North						BROADWAY From East						MEMORIAL DR From South						BRADHURST AVE From Southwest						BROADWAY From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 05:00 PM																															
05:00 PM	0	0	0	0	0	0	0	84	20	**10**	0	114	**8**	0	9	0	**1**	**18**	0	27	0	0	0	27	**2**	2	**120**	0	0	**124**	283
05:15 PM	0	0	0	0	0	0	0	94	20	6	0	120	5	0	12	0	1	18	2	24	0	0	0	26	1	4	103	0	0	108	272
05:30 PM	0	0	0	0	0	0	0	**103**	**35**	5	0	**143**	3	0	11	**1**	0	15	0	25	0	0	0	25	1	5	101	0	0	107	290
05:45 PM	0	0	0	0	0	0	0	65	26	7	0	98	2	0	**13**	0	0	15	**3**	**54**	0	0	0	**57**	0	**8**	115	0	0	123	**293**
Total Volume	0	0	0	0	0	0	0	346	101	28	0	475	18	0	45	1	2	66	5	130	0	0	0	135	4	19	439	0	0	462	1138
% App. Total	0	0	0	0	0		0	72.8	21.3	5.9	0		27.3	0	68.2	1.5	3		3.7	96.3	0	0	0		0.9	4.1	95	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.840	.721	.700	.000	.830	.563	.000	.865	.250	.500	.917	.417	.602	.000	.000	.000	.592	.500	.594	.915	.000	.000	.931	.971
Lights	0	0	0	0	0	0	0	333	101	28	0	462	18	0	44	1	0	63	5	128	0	0	0	133	4	19	433	0	0	456	1114
% Lights	0	0	0	0	0	0	0	96.2	100	100	0	97.3	100	0	97.8	100	0	95.5	100	98.5	0	0	0	98.5	100	100	98.6	0	0	98.7	97.9
Buses	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
% Buses	0	0	0	0	0	0	0	0.6	0	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.4	0.4
Trucks	0	0	0	0	0	0	0	11	0	0	0	11	0	0	1	0	0	1	0	2	0	0	0	2	0	0	4	0	0	4	18
% Trucks	0	0	0	0	0	0	0	3.2	0	0	0	2.3	0	0	2.2	0	0	1.5	0	1.5	0	0	0	1.5	0	0	0.9	0	0	0.9	1.6
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	3.0	0	0	0	0	0	0	0	0	0	0	0	0	0.2

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 2-NYS_ROUTE_141_AT_BROADWAY_W_CROSS_ST_672002_06-19-2019
Site Code :
Start Date : 6/19/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BROADWAY From North					NYS ROUTE 141 From East					W CROSS ST From South					NYS ROUTE 141 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	5	0	1	1	7	20	39	4	0	63	7	3	16	0	26	7	26	23	0	56	152
06:45 AM	4	0	0	0	4	21	55	1	0	77	22	5	11	0	38	4	36	28	0	68	187
Total	9	0	1	1	11	41	94	5	0	140	29	8	27	0	64	11	62	51	0	124	339
07:00 AM	2	0	1	0	3	19	58	0	0	77	17	9	13	0	39	4	38	6	0	48	167
07:15 AM	6	0	4	3	13	25	84	4	0	113	23	3	17	0	43	3	46	26	0	75	244
07:30 AM	5	0	4	0	9	25	99	2	0	126	29	5	20	0	54	11	54	18	0	83	272
07:45 AM	10	1	2	0	13	9	122	6	0	137	34	2	42	0	78	8	66	9	0	83	311
Total	23	1	11	3	38	78	363	12	0	453	103	19	92	0	214	26	204	59	0	289	994
08:00 AM	5	0	5	0	10	13	72	1	1	87	53	7	23	0	83	11	58	19	0	88	268
08:15 AM	5	0	3	0	8	10	113	5	1	129	37	8	34	1	80	5	48	14	0	67	284
08:30 AM	6	0	4	0	10	7	106	3	0	116	39	12	31	0	82	4	49	18	0	71	279
08:45 AM	10	0	3	0	13	3	76	3	1	83	38	6	34	0	78	8	54	13	0	75	249
Total	26	0	15	0	41	33	367	12	3	415	167	33	122	1	323	28	209	64	0	301	1080
09:00 AM	8	0	2	0	10	9	83	3	0	95	24	8	38	0	70	5	35	3	0	43	218
09:15 AM	7	0	1	0	8	3	90	2	0	95	23	6	28	0	57	7	42	13	0	62	222
Grand Total	73	1	30	4	108	164	997	34	3	1198	346	74	307	1	728	77	552	190	0	819	2853
Apprch %	67.6	0.9	27.8	3.7		13.7	83.2	2.8	0.3		47.5	10.2	42.2	0.1		9.4	67.4	23.2	0		
Total %	2.6	0	1.1	0.1	3.8	5.7	34.9	1.2	0.1	42	12.1	2.6	10.8	0	25.5	2.7	19.3	6.7	0	28.7	
Lights	59	1	23	0	83	162	924	33	0	1119	311	74	301	0	686	73	468	185	0	726	2614
% Lights	80.8	100	76.7	0	76.9	98.8	92.7	97.1	0	93.4	89.9	100	98	0	94.2	94.8	84.8	97.4	0	88.6	91.6
Buses	2	0	2	0	4	2	13	0	0	15	28	0	3	0	31	0	9	2	0	11	61
% Buses	2.7	0	6.7	0	3.7	1.2	1.3	0	0	1.3	8.1	0	1	0	4.3	0	1.6	1.1	0	1.3	2.1
Trucks	12	0	5	0	17	0	60	1	0	61	7	0	3	0	10	4	75	3	0	82	170
% Trucks	16.4	0	16.7	0	15.7	0	6	2.9	0	5.1	2	0	1	0	1.4	5.2	13.6	1.6	0	10	6
Pedestrians	0	0	0	4	4	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	8
% Pedestrians	0	0	0	100	3.7	0	0	0	100	0.3	0	0	0	100	0.1	0	0	0	0	0	0.3

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 2-NYS_ROUTE_141_AT_BROADWAY_W_CROSS_ST_672002_06-19-2019
Site Code :
Start Date : 6/19/2019

	BROADWAY From North					NYS ROUTE 141 From East					W CROSS ST From South					NYS ROUTE 141 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	5	0	**5**	0	10	**13**	72	1	**1**	87	**53**	7	23	0	**83**	**11**	**58**	**19**	0	**88**	268
08:15 AM	5	0	3	0	8	10	**113**	**5**	1	**129**	37	8	**34**	**1**	80	5	48	14	0	67	**284**
08:30 AM	6	0	4	0	10	7	106	3	0	116	39	**12**	31	0	82	4	49	18	0	71	279
08:45 AM	**10**	0	3	0	**13**	3	76	3	1	83	38	6	34	0	78	8	54	13	0	75	249
Total Volume	26	0	15	0	41	33	367	12	3	415	167	33	122	1	323	28	209	64	0	301	1080
% App. Total	63.4	0	36.6	0		8	88.4	2.9	0.7		51.7	10.2	37.8	0.3		9.3	69.4	21.3	0		
PHF	.650	.000	.750	.000	.788	.635	.812	.600	.750	.804	.788	.688	.897	.250	.973	.636	.901	.842	.000	.855	.951
Lights	24	0	13	0	37	32	334	12	0	378	141	33	119	0	293	26	169	61	0	256	964
% Lights	92.3	0	86.7	0	90.2	97.0	91.0	100	0	91.1	84.4	100	97.5	0	90.7	92.9	80.9	95.3	0	85.0	89.3
Buses	1	0	1	0	2	1	3	0	0	4	22	0	1	0	23	0	4	1	0	5	34
% Buses	3.8	0	6.7	0	4.9	3.0	0.8	0	0	1.0	13.2	0	0.8	0	7.1	0	1.9	1.6	0	1.7	3.1
Trucks	1	0	1	0	2	0	30	0	0	30	4	0	2	0	6	2	36	2	0	40	78
% Trucks	3.8	0	6.7	0	4.9	0	8.2	0	0	7.2	2.4	0	1.6	0	1.9	7.1	17.2	3.1	0	13.3	7.2
Pedestrians	0	0	0	0	0	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	4
% Pedestrians	0	0	0	0	0	0	0	0	100	0.7	0	0	0	100	0.3	0	0	0	0	0	0.4

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 2-NYS_ROUTE_141_AT_BROADWAY_W_CROSS_ST_672002_06-19-2019
Site Code :
Start Date : 6/19/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BROADWAY From North					NYS ROUTE 141 From East					W CROSS ST From South					NYS ROUTE 141 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	13	1	4	1	19	5	65	2	0	72	23	2	19	0	44	5	36	7	0	48	183
02:15 PM	6	0	5	0	11	7	55	3	0	65	33	1	20	0	54	6	51	9	0	66	196
02:30 PM	7	0	8	0	15	7	67	4	0	78	40	3	30	0	73	3	52	2	0	57	223
02:45 PM	6	1	5	0	12	5	82	7	0	94	33	1	23	0	57	6	65	10	0	81	244
Total	32	2	22	1	57	24	269	16	0	309	129	7	92	0	228	20	204	28	0	252	846
03:00 PM	14	3	4	0	21	3	76	8	0	87	25	3	29	0	57	5	48	5	0	58	223
03:15 PM	13	1	5	0	19	7	86	3	0	96	25	3	24	1	53	2	53	2	0	57	225
03:30 PM	15	0	13	0	28	9	87	4	1	101	27	4	43	0	74	5	56	3	0	64	267
03:45 PM	10	1	6	0	17	9	72	1	1	83	21	2	60	0	83	6	72	3	0	81	264
Total	52	5	28	0	85	28	321	16	2	367	98	12	156	1	267	18	229	13	0	260	979
04:00 PM	27	1	4	0	32	2	96	2	1	101	19	8	60	0	87	8	85	5	0	98	318
04:15 PM	22	0	4	0	26	3	95	6	0	104	22	2	22	0	46	8	76	8	0	92	268
04:30 PM	14	1	6	0	21	8	87	4	1	100	21	0	51	1	73	3	78	1	0	82	276
04:45 PM	17	0	8	0	25	4	84	5	0	93	17	2	49	0	68	9	71	8	0	88	274
Total	80	2	22	0	104	17	362	17	2	398	79	12	182	1	274	28	310	22	0	360	1136
05:00 PM	28	0	8	1	37	6	106	3	0	115	20	0	39	0	59	6	77	6	0	89	300
05:15 PM	22	0	9	0	31	7	210	4	0	221	7	0	13	0	20	3	66	5	0	74	346
05:30 PM	20	0	19	0	39	16	206	3	3	228	5	2	22	2	31	6	84	5	0	95	393
05:45 PM	19	1	7	0	27	14	168	0	0	182	10	1	27	1	39	15	86	13	0	114	362
Total	89	1	43	1	134	43	690	10	3	746	42	3	101	3	149	30	313	29	0	372	1401
06:00 PM	29	0	15	0	44	15	144	2	0	161	8	5	27	2	42	9	99	12	0	120	367
06:15 PM	30	0	23	1	54	13	81	0	1	95	4	5	34	0	43	5	77	9	0	91	283
Grand Total	312	10	153	3	478	140	1867	61	8	2076	360	44	592	7	1003	110	1232	113	0	1455	5012
Apprch %	65.3	2.1	32	0.6		6.7	89.9	2.9	0.4		35.9	4.4	59	0.7		7.6	84.7	7.8	0		
Total %	6.2	0.2	3.1	0.1	9.5	2.8	37.3	1.2	0.2	41.4	7.2	0.9	11.8	0.1	20	2.2	24.6	2.3	0	29	
Lights	304	10	150	0	464	129	1795	59	0	1983	330	44	584	0	958	107	1183	96	0	1386	4791
% Lights	97.4	100	98	0	97.1	92.1	96.1	96.7	0	95.5	91.7	100	98.6	0	95.5	97.3	96	85	0	95.3	95.6
Buses	2	0	0	0	2	0	17	0	0	17	29	0	5	0	34	0	11	2	0	13	66
% Buses	0.6	0	0	0	0.4	0	0.9	0	0	0.8	8.1	0	0.8	0	3.4	0	0.9	1.8	0	0.9	1.3
Trucks	6	0	3	0	9	11	55	2	0	68	1	0	3	0	4	3	38	15	0	56	137
% Trucks	1.9	0	2	0	1.9	7.9	2.9	3.3	0	3.3	0.3	0	0.5	0	0.4	2.7	3.1	13.3	0	3.8	2.7
Pedestrians	0	0	0	3	3	0	0	0	8	8	0	0	0	7	7	0	0	0	0	0	18
% Pedestrians	0	0	0	100	0.6	0	0	0	100	0.4	0	0	0	100	0.7	0	0	0	0	0	0.4

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 2-NYS_ROUTE_141_AT_BROADWAY_W_CROSS_ST_672002_06-19-2019
Site Code :
Start Date : 6/19/2019

	BROADWAY From North					NYS ROUTE 141 From East					W CROSS ST From South					NYS ROUTE 141 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**27**	**1**	4	0	**32**	2	**96**	2	**1**	101	19	**8**	**60**	0	**87**	8	**85**	5	0	**98**	**318**
04:15 PM	22	0	4	0	26	3	95	**6**	0	**104**	**22**	2	22	0	46	8	76	**8**	0	92	268
04:30 PM	14	1	6	0	21	**8**	87	4	1	100	21	0	51	**1**	73	3	78	1	0	82	276
04:45 PM	17	0	**8**	0	25	4	84	5	0	93	17	2	49	0	68	**9**	71	8	0	88	274
Total Volume	80	2	22	0	104	17	362	17	2	398	79	12	182	1	274	28	310	22	0	360	1136
% App. Total	76.9	1.9	21.2	0		4.3	91	4.3	0.5		28.8	4.4	66.4	0.4		7.8	86.1	6.1	0		
PHF	.741	.500	.688	.000	.813	.531	.943	.708	.500	.957	.898	.375	.758	.250	.787	.778	.912	.688	.000	.918	.893
Lights	77	2	22	0	101	14	340	16	0	370	78	12	180	0	270	28	304	19	0	351	1092
% Lights	96.3	100	100	0	97.1	82.4	93.9	94.1	0	93.0	98.7	100	98.9	0	98.5	100	98.1	86.4	0	97.5	96.1
Buses	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	1	0	0	1	8
% Buses	0	0	0	0	0	0	1.7	0	0	1.5	0	0	0.5	0	0.4	0	0.3	0	0	0.3	0.7
Trucks	3	0	0	0	3	3	16	1	0	20	1	0	1	0	2	0	5	3	0	8	33
% Trucks	3.8	0	0	0	2.9	17.6	4.4	5.9	0	5.0	1.3	0	0.5	0	0.7	0	1.6	13.6	0	2.2	2.9
Pedestrians	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	3
% Pedestrians	0	0	0	0	0	0	0	0	100	0.5	0	0	0	100	0.4	0	0	0	0	0	0.3

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 12.NYS_ROUTE_9A_&_BELMONT_ROAD_PARKVIEW_BOULEVARD_WED_650174_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	SAW MILL RIVER RD From North					BELMONT RD From East					SAW MILL RIVER RD From South					PARKVIEW BLVD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	172	0	0	172	3	0	0	0	3	1	59	0	0	60	0	0	0	0	0	235
06:45 AM	0	230	0	0	230	3	0	4	0	7	2	68	1	0	71	0	0	0	0	0	308
Total	0	402	0	0	402	6	0	4	0	10	3	127	1	0	131	0	0	0	0	0	543
07:00 AM	0	221	1	1	223	3	0	3	0	6	3	92	3	0	98	0	0	0	0	0	327
07:15 AM	2	242	0	0	244	4	2	4	0	10	3	118	1	0	122	1	0	0	0	1	377
07:30 AM	0	244	0	0	244	4	5	1	0	10	3	133	0	1	137	0	0	0	1	1	392
07:45 AM	1	304	0	1	306	5	0	8	0	13	3	154	0	1	158	0	0	0	0	0	477
Total	3	1011	1	2	1017	16	7	16	0	39	12	497	4	2	515	1	0	0	1	2	1573
08:00 AM	1	301	2	0	304	6	0	6	0	12	4	133	0	0	137	0	0	0	0	0	453
08:15 AM	0	315	0	0	315	5	2	13	0	20	12	162	1	0	175	0	0	0	0	0	510
08:30 AM	1	274	0	0	275	10	1	9	0	20	7	131	0	0	138	0	0	0	0	0	433
08:45 AM	0	318	0	0	318	5	0	6	0	11	7	123	0	0	130	0	0	0	1	1	460
Total	2	1208	2	0	1212	26	3	34	0	63	30	549	1	0	580	0	0	0	1	1	1856
09:00 AM	1	249	0	0	250	6	0	5	1	12	9	147	0	0	156	0	0	0	0	0	418
09:15 AM	0	192	0	0	192	3	0	6	0	9	8	143	0	0	151	0	0	0	0	0	352
Grand Total	6	3062	3	2	3073	57	10	65	1	133	62	1463	6	2	1533	1	0	0	2	3	4742
Apprch %	0.2	99.6	0.1	0.1		42.9	7.5	48.9	0.8		4	95.4	0.4	0.1		33.3	0	0	66.7		
Total %	0.1	64.6	0.1	0	64.8	1.2	0.2	1.4	0	2.8	1.3	30.9	0.1	0	32.3	0	0	0	0	0.1	
Lights	6	2695	3	0	2704	54	10	65	0	129	58	1063	6	0	1127	0	0	0	0	0	3960
% Lights	100	88	100	0	88	94.7	100	100	0	97	93.5	72.7	100	0	73.5	0	0	0	0	0	83.5
Buses	0	43	0	0	43	3	0	0	0	3	1	25	0	0	26	0	0	0	0	0	72
% Buses	0	1.4	0	0	1.4	5.3	0	0	0	2.3	1.6	1.7	0	0	1.7	0	0	0	0	0	1.5
Trucks	0	324	0	0	324	0	0	0	0	0	3	375	0	0	378	1	0	0	0	1	703
% Trucks	0	10.6	0	0	10.5	0	0	0	0	0	4.8	25.6	0	0	24.7	100	0	0	0	33.3	14.8
Pedestrians	0	0	0	2	2	0	0	0	1	1	0	0	0	2	2	0	0	0	2	2	7
% Pedestrians	0	0	0	100	0.1	0	0	0	100	0.8	0	0	0	100	0.1	0	0	0	100	66.7	0.1

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 12.NYS_ROUTE_9A_&_BELMONT_ROAD_PARKVIEW_BOULEVARD_WED_650174_05-01-2019
Site Code :
Start Date : 5/1/2019

	SAW MILL RIVER RD From North					BELMONT RD From East					SAW MILL RIVER RD From South					PARKVIEW BLVD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**1**	301	**2**	0	304	6	0	6	0	12	4	133	0	0	137	0	0	0	0	0	453
08:15 AM	0	315	0	0	315	5	**2**	**13**	0	**20**	**12**	**162**	**1**	0	**175**	0	0	0	0	0	**510**
08:30 AM	1	274	0	0	275	**10**	1	9	0	20	7	131	0	0	138	0	0	0	0	0	433
08:45 AM	0	**318**	0	0	**318**	5	0	6	0	11	7	123	0	0	130	0	0	0	**1**	**1**	460
Total Volume	2	1208	2	0	1212	26	3	34	0	63	30	549	1	0	580	0	0	0	1	1	1856
% App. Total	0.2	99.7	0.2	0		41.3	4.8	54	0		5.2	94.7	0.2	0		0	0	0	100		
PHF	.500	.950	.250	.000	.953	.650	.375	.654	.000	.788	.625	.847	.250	.000	.829	.000	.000	.000	.250	.250	.910
Lights	2	1072	2	0	1076	26	3	34	0	63	28	399	1	0	428	0	0	0	0	0	1567
% Lights	100	88.7	100	0	88.8	100	100	100	0	100	93.3	72.7	100	0	73.8	0	0	0	0	0	84.4
Buses	0	18	0	0	18	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	25
% Buses	0	1.5	0	0	1.5	0	0	0	0	0	0	1.3	0	0	1.2	0	0	0	0	0	1.3
Trucks	0	118	0	0	118	0	0	0	0	0	2	143	0	0	145	0	0	0	0	0	263
% Trucks	0	9.8	0	0	9.7	0	0	0	0	0	6.7	26.0	0	0	25.0	0	0	0	0	0	14.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0.1

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 12.NYS_ROUTE_9A_&_BELMONT_ROAD_PARKVIEW_BOULEVARD_WED_650174_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	SAW MILL RIVER RD From North					BELMONT RD From East					SAW MILL RIVER RD From South					PARKVIEW BLVD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	149	1	0	150	3	0	4	0	7	6	152	0	0	158	1	0	0	0	1	316
02:15 PM	2	147	0	0	149	3	0	3	0	6	7	131	1	0	139	2	0	0	0	2	296
02:30 PM	0	148	0	0	148	5	1	2	1	9	4	160	3	0	167	2	0	0	0	2	326
02:45 PM	1	173	0	0	174	2	0	2	0	4	4	183	1	0	188	0	1	0	0	1	367
Total	3	617	1	0	621	13	1	11	1	26	21	626	5	0	652	5	1	0	0	6	1305
03:00 PM	0	125	0	0	125	5	0	2	0	7	7	168	0	0	175	0	0	1	0	1	308
03:15 PM	0	128	1	0	129	4	0	2	0	6	9	175	0	0	184	0	0	0	0	0	319
03:30 PM	0	147	0	0	147	7	0	2	0	9	11	185	1	0	197	0	0	0	0	0	353
03:45 PM	0	135	0	0	135	4	0	3	0	7	9	222	0	0	231	1	0	0	0	1	374
Total	0	535	1	0	536	20	0	9	0	29	36	750	1	0	787	1	0	1	0	2	1354
04:00 PM	0	145	1	0	146	5	0	5	0	10	15	226	0	0	241	1	1	0	0	2	399
04:15 PM	0	129	0	0	129	7	0	3	0	10	12	196	0	0	208	0	0	0	0	0	347
04:30 PM	0	143	0	0	143	6	0	3	0	9	17	248	0	0	265	1	7	1	0	9	426
04:45 PM	0	128	1	0	129	11	0	3	2	16	14	233	0	0	247	0	0	1	0	1	393
Total	0	545	2	0	547	29	0	14	2	45	58	903	0	0	961	2	8	2	0	12	1565
05:00 PM	0	111	1	0	112	10	0	3	0	13	32	328	0	0	360	2	1	1	0	4	489
05:15 PM	0	145	0	0	145	12	0	2	0	14	21	282	0	0	303	1	0	0	0	1	463
05:30 PM	0	119	0	0	119	11	0	1	0	12	21	280	0	0	301	1	1	0	0	2	434
05:45 PM	0	129	0	0	129	16	0	2	0	18	10	255	0	0	265	2	0	0	0	2	414
Total	0	504	1	0	505	49	0	8	0	57	84	1145	0	0	1229	6	2	1	0	9	1800
06:00 PM	0	128	1	0	129	2	0	3	0	5	16	206	0	0	222	0	0	0	0	0	356
06:15 PM	0	83	0	0	83	4	0	4	0	8	6	154	0	0	160	0	0	0	0	0	251
Grand Total	3	2412	6	0	2421	117	1	49	3	170	221	3784	6	0	4011	14	11	4	0	29	6631
Apprch %	0.1	99.6	0.2	0		68.8	0.6	28.8	1.8		5.5	94.3	0.1	0		48.3	37.9	13.8	0		
Total %	0	36.4	0.1	0	36.5	1.8	0	0.7	0	2.6	3.3	57.1	0.1	0	60.5	0.2	0.2	0.1	0	0.4	
Lights	2	2035	6	0	2043	111	1	49	0	161	221	3469	4	0	3694	12	11	3	0	26	5924
% Lights	66.7	84.4	100	0	84.4	94.9	100	100	0	94.7	100	91.7	66.7	0	92.1	85.7	100	75	0	89.7	89.3
Buses	0	39	0	0	39	4	0	0	0	4	0	45	0	0	45	0	0	1	0	1	89
% Buses	0	1.6	0	0	1.6	3.4	0	0	0	2.4	0	1.2	0	0	1.1	0	0	25	0	3.4	1.3
Trucks	1	338	0	0	339	2	0	0	0	2	0	270	2	0	272	2	0	0	0	2	615
% Trucks	33.3	14	0	0	14	1.7	0	0	0	1.2	0	7.1	33.3	0	6.8	14.3	0	0	0	6.9	9.3
Pedestrians	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
% Pedestrians	0	0	0	0	0	0	0	0	100	1.8	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 12.NYS_ROUTE_9A_&_BELMONT_ROAD_PARKVIEW_BOULEVARD_WED_650174_05-01-2019
Site Code :
Start Date : 5/1/2019

	SAW MILL RIVER RD From North					BELMONT RD From East					SAW MILL RIVER RD From South					PARKVIEW BLVD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	111	**1**	0	112	10	0	**3**	0	13	**32**	**328**	0	0	**360**	**2**	**1**	**1**	0	**4**	**489**
05:15 PM	0	**145**	0	0	**145**	12	0	2	0	14	21	282	0	0	303	1	0	0	0	1	463
05:30 PM	0	119	0	0	119	11	0	1	0	12	21	280	0	0	301	1	1	0	0	2	434
05:45 PM	0	129	0	0	129	**16**	0	2	0	**18**	10	255	0	0	265	2	0	0	0	2	414
Total Volume	0	504	1	0	505	49	0	8	0	57	84	1145	0	0	1229	6	2	1	0	9	1800
% App. Total	0	99.8	0.2	0		86	0	14	0		6.8	93.2	0	0		66.7	22.2	11.1	0		
PHF	.000	.869	.250	.000	.871	.766	.000	.667	.000	.792	.656	.873	.000	.000	.853	.750	.500	.250	.000	.563	.920
Lights	0	429	1	0	430	49	0	8	0	57	84	1087	0	0	1171	6	2	1	0	9	1667
% Lights	0	85.1	100	0	85.1	100	0	100	0	100	100	94.9	0	0	95.3	100	100	100	0	100	92.6
Buses	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	13
% Buses	0	0.8	0	0	0.8	0	0	0	0	0	0	0.8	0	0	0.7	0	0	0	0	0	0.7
Trucks	0	71	0	0	71	0	0	0	0	0	0	49	0	0	49	0	0	0	0	0	120
% Trucks	0	14.1	0	0	14.1	0	0	0	0	0	0	4.3	0	0	4.0	0	0	0	0	0	6.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 11-SAW_MILL_RIVER_RD_AT_SKYLINE_DR_650151_05-01-2019
Site Code :
Start Date : 5/1/2019

Groups Printed- Lights - Buses - Trucks - Pedestrians

	DRIVEWAY From North					SAW MILL RIVER RD From East					SKYLINE DR From South					SAW MILL RIVER RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	147	13	0	160	0	0	0	0	0	3	65	0	0	68	228
06:45 AM	0	0	0	0	0	0	196	24	0	220	1	0	1	0	2	8	72	0	1	81	303
Total	0	0	0	0	0	0	343	37	0	380	1	0	1	0	2	11	137	0	1	149	531
07:00 AM	0	0	0	0	0	0	204	17	0	221	6	0	2	0	8	17	104	0	2	123	352
07:15 AM	0	0	0	0	0	0	204	26	0	230	4	0	2	0	6	11	120	0	2	133	369
07:30 AM	0	0	0	0	0	0	222	26	0	248	6	0	10	0	16	20	129	0	1	150	414
07:45 AM	0	0	0	0	0	0	240	51	0	291	4	0	10	0	14	35	159	0	2	196	501
Total	0	0	0	0	0	0	870	120	0	990	20	0	24	0	44	83	512	0	7	602	1636
08:00 AM	0	0	0	0	0	1	244	42	0	287	12	0	9	0	21	31	125	0	0	156	464
08:15 AM	0	0	0	0	0	0	258	66	0	324	4	0	6	0	10	34	163	0	1	198	532
08:30 AM	0	0	0	0	0	1	218	58	0	277	15	0	6	0	21	46	120	0	0	166	464
08:45 AM	0	0	0	0	0	0	232	75	0	307	8	0	13	0	21	45	114	0	0	159	487
Total	0	0	0	0	0	2	952	241	0	1195	39	0	34	0	73	156	522	0	1	679	1947
09:00 AM	0	0	0	0	0	0	208	72	0	280	6	0	7	0	13	34	165	0	0	199	492
09:15 AM	0	0	0	0	0	0	162	29	0	191	10	0	11	0	21	17	142	0	0	159	371
Grand Total	0	0	0	0	0	2	2535	499	0	3036	76	0	77	0	153	301	1478	0	9	1788	4977
Apprch %	0	0	0	0		0.1	83.5	16.4	0		49.7	0	50.3	0		16.8	82.7	0	0.5		
Total %	0	0	0	0	0	0	50.9	10	0	61	1.5	0	1.5	0	3.1	6	29.7	0	0.2	35.9	
Lights	0	0	0	0	0	2	2190	496	0	2688	72	0	69	0	141	299	1090	0	0	1389	4218
% Lights	0	0	0	0	0	100	86.4	99.4	0	88.5	94.7	0	89.6	0	92.2	99.3	73.7	0	0	77.7	84.7
Buses	0	0	0	0	0	0	39	0	0	39	2	0	3	0	5	0	24	0	0	24	68
% Buses	0	0	0	0	0	0	1.5	0	0	1.3	2.6	0	3.9	0	3.3	0	1.6	0	0	1.3	1.4
Trucks	0	0	0	0	0	0	306	3	0	309	2	0	5	0	7	2	364	0	0	366	682
% Trucks	0	0	0	0	0	0	12.1	0.6	0	10.2	2.6	0	6.5	0	4.6	0.7	24.6	0	0	20.5	13.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	9
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.5	0.2

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 11-SAW_MILL_RIVER_RD_AT_SKYLINE_DR_650151_05-01-2019
Site Code :
Start Date : 5/1/2019

	DRIVEWAY From North					SAW MILL RIVER RD From East					SKYLINE DR From South					SAW MILL RIVER RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	**1**	244	42	0	287	12	0	9	0	**21**	31	125	0	0	156	464
08:15 AM	0	0	0	0	0	0	**258**	66	0	**324**	4	0	6	0	10	34	**163**	0	**1**	**198**	**532**
08:30 AM	0	0	0	0	0	1	218	58	0	277	**15**	0	6	0	21	**46**	120	0	0	166	464
08:45 AM	0	0	0	0	0	0	232	**75**	0	307	8	0	**13**	0	21	45	114	0	0	159	487
Total Volume	0	0	0	0	0	2	952	241	0	1195	39	0	34	0	73	156	522	0	1	679	1947
% App. Total	0	0	0	0		0.2	79.7	20.2	0		53.4	0	46.6	0		23	76.9	0	0.1		
PHF	.000	.000	.000	.000	.000	.500	.922	.803	.000	.922	.650	.000	.654	.000	.869	.848	.801	.000	.250	.857	.915
Lights	0	0	0	0	0	2	826	238	0	1066	37	0	30	0	67	154	381	0	0	535	1668
% Lights	0	0	0	0	0	100	86.8	98.8	0	89.2	94.9	0	88.2	0	91.8	98.7	73.0	0	0	78.8	85.7
Buses	0	0	0	0	0	0	19	0	0	19	0	0	1	0	1	0	9	0	0	9	29
% Buses	0	0	0	0	0	0	2.0	0	0	1.6	0	0	2.9	0	1.4	0	1.7	0	0	1.3	1.5
Trucks	0	0	0	0	0	0	107	3	0	110	2	0	3	0	5	2	132	0	0	134	249
% Trucks	0	0	0	0	0	0	11.2	1.2	0	9.2	5.1	0	8.8	0	6.8	1.3	25.3	0	0	19.7	12.8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.1	0.1

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 11-SAW_MILL_RIVER_RD_AT_SKYLINE_DR_650151_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	DRIVEWAY From North					SAW MILL RIVER RD From East					SKYLINE DR From South					SAW MILL RIVER RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	1	0	0	0	1	2	133	15	0	150	18	0	18	0	36	9	145	0	2	156	343
02:15 PM	0	0	1	0	1	0	125	13	0	138	7	0	14	0	21	16	130	1	5	152	312
02:30 PM	0	0	0	0	0	0	131	6	0	137	9	0	17	0	26	6	160	1	0	167	330
02:45 PM	1	0	0	0	1	0	160	18	0	178	20	0	10	0	30	18	166	0	0	184	393
Total	2	0	1	0	3	2	549	52	0	603	54	0	59	0	113	49	601	2	7	659	1378
03:00 PM	0	0	0	0	0	0	137	8	0	145	17	0	17	0	34	8	157	0	0	165	344
03:15 PM	0	0	0	0	0	0	132	8	0	140	16	0	8	0	24	7	179	0	2	188	352
03:30 PM	1	0	0	0	1	0	125	10	0	135	19	0	15	0	34	7	186	1	0	194	364
03:45 PM	0	0	0	0	0	0	140	14	0	154	17	0	19	1	37	9	221	1	0	231	422
Total	1	0	0	0	1	0	534	40	0	574	69	0	59	1	129	31	743	2	2	778	1482
04:00 PM	1	0	0	0	1	0	156	6	0	162	37	0	29	0	66	9	202	0	0	211	440
04:15 PM	0	0	0	0	0	0	128	13	0	141	27	0	17	0	44	12	188	0	0	200	385
04:30 PM	0	0	0	0	0	1	137	12	0	150	56	0	26	0	82	7	200	0	0	207	439
04:45 PM	1	0	0	0	1	0	134	6	0	140	36	0	27	0	63	9	218	0	0	227	431
Total	2	0	0	0	2	1	555	37	0	593	156	0	99	0	255	37	808	0	0	845	1695
05:00 PM	1	0	0	0	1	0	134	9	0	143	77	0	67	0	144	9	272	1	1	283	571
05:15 PM	1	0	3	0	4	0	142	11	0	153	59	0	36	0	95	20	242	0	0	262	514
05:30 PM	0	0	0	0	0	0	116	8	0	124	68	0	37	1	106	4	238	0	0	242	472
05:45 PM	1	0	0	0	1	0	104	11	0	115	36	0	29	0	65	8	237	1	0	246	427
Total	3	0	3	0	6	0	496	39	0	535	240	0	169	1	410	41	989	2	1	1033	1984
06:00 PM	1	0	0	0	1	0	126	7	0	133	47	0	31	0	78	10	177	0	0	187	399
06:15 PM	0	0	1	0	1	0	91	4	0	95	19	0	16	0	35	4	138	0	0	142	273
Grand Total	9	0	5	0	14	3	2351	179	0	2533	585	0	433	2	1020	172	3456	6	10	3644	7211
Apprch %	64.3	0	35.7	0		0.1	92.8	7.1	0		57.4	0	42.5	0.2		4.7	94.8	0.2	0.3		
Total %	0.1	0	0.1	0	0.2	0	32.6	2.5	0	35.1	8.1	0	6	0	14.1	2.4	47.9	0.1	0.1	50.5	
Lights	9	0	5	0	14	3	1990	175	0	2168	577	0	419	0	996	163	3132	5	0	3300	6478
% Lights	100	0	100	0	100	100	84.6	97.8	0	85.6	98.6	0	96.8	0	97.6	94.8	90.6	83.3	0	90.6	89.8
Buses	0	0	0	0	0	0	31	0	0	31	0	0	6	0	6	1	44	0	0	45	82
% Buses	0	0	0	0	0	0	1.3	0	0	1.2	0	0	1.4	0	0.6	0.6	1.3	0	0	1.2	1.1
Trucks	0	0	0	0	0	0	330	4	0	334	8	0	8	0	16	8	280	1	0	289	639
% Trucks	0	0	0	0	0	0	14	2.2	0	13.2	1.4	0	1.8	0	1.6	4.7	8.1	16.7	0	7.9	8.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	10	10	12
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.2	0	0	0	100	0.3	0.2

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 11-SAW_MILL_RIVER_RD_AT_SKYLINE_DR_650151_05-01-2019
Site Code :
Start Date : 5/1/2019

	DRIVEWAY From North					SAW MILL RIVER RD From East					SKYLINE DR From South					SAW MILL RIVER RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**1**	0	0	0	1	0	134	9	0	143	**77**	0	**67**	0	**144**	9	**272**	**1**	**1**	**283**	**571**
05:15 PM	1	0	**3**	0	**4**	0	**142**	**11**	0	**153**	59	0	36	0	95	**20**	242	0	0	262	514
05:30 PM	0	0	0	0	0	0	116	8	0	124	68	0	37	**1**	106	4	238	0	0	242	472
05:45 PM	1	0	0	0	1	0	104	11	0	115	36	0	29	0	65	8	237	1	0	246	427
Total Volume	3	0	3	0	6	0	496	39	0	535	240	0	169	1	410	41	989	2	1	1033	1984
% App. Total	50	0	50	0		0	92.7	7.3	0		58.5	0	41.2	0.2		4	95.7	0.2	0.1		
PHF	.750	.000	.250	.000	.375	.000	.873	.886	.000	.874	.779	.000	.631	.250	.712	.513	.909	.500	.250	.913	.869
Lights	3	0	3	0	6	0	430	38	0	468	237	0	164	0	401	39	937	2	0	978	1853
% Lights	100	0	100	0	100	0	86.7	97.4	0	87.5	98.8	0	97.0	0	97.8	95.1	94.7	100	0	94.7	93.4
Buses	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	1	10	0	0	11	18
% Buses	0	0	0	0	0	0	1.2	0	0	1.1	0	0	0.6	0	0.2	2.4	1.0	0	0	1.1	0.9
Trucks	0	0	0	0	0	0	60	1	0	61	3	0	4	0	7	1	42	0	0	43	111
% Trucks	0	0	0	0	0	0	12.1	2.6	0	11.4	1.3	0	2.4	0	1.7	2.4	4.2	0	0	4.2	5.6
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.2	0	0	0	100	0.1	0.1

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 10-SAW_MILL_RIVER_RD_AT_SAW_MILL_RIVER_PKWY_RAMPS_650149_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	SAW MILL RIVER RD From North					DRIVEWAY From East					SAW MILL RIVER RD From South					SAW MILL RIVER PKWY RAMPS From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	142	4	0	146	6	4	3	0	13	2	48	7	0	57	20	0	17	0	37	253
06:45 AM	0	179	9	0	188	5	0	9	0	14	11	56	6	0	73	18	2	30	0	50	325
Total	0	321	13	0	334	11	4	12	0	27	13	104	13	0	130	38	2	47	0	87	578
07:00 AM	1	185	10	0	196	4	7	10	0	21	6	77	7	1	91	15	0	32	0	47	355
07:15 AM	1	203	9	0	213	6	1	8	0	15	2	86	6	0	94	24	3	47	0	74	396
07:30 AM	4	207	7	0	218	10	2	14	0	26	1	90	21	0	112	27	4	52	0	83	439
07:45 AM	0	231	11	0	242	6	1	5	0	12	7	124	15	0	146	34	4	67	1	106	506
Total	6	826	37	0	869	26	11	37	0	74	16	377	49	1	443	100	11	198	1	310	1696
08:00 AM	2	211	8	0	221	5	4	11	0	20	9	101	28	0	138	12	5	61	0	78	457
08:15 AM	2	230	24	0	256	6	1	9	0	16	19	126	14	0	159	18	6	74	0	98	529
08:30 AM	3	193	10	1	207	3	2	6	0	11	8	100	22	0	130	30	7	82	0	119	467
08:45 AM	4	216	12	0	232	6	3	12	0	21	4	105	19	0	128	28	7	74	0	109	490
Total	11	850	54	1	916	20	10	38	0	68	40	432	83	0	555	88	25	291	0	404	1943
09:00 AM	5	166	20	0	191	9	3	9	0	21	6	134	12	0	152	25	8	65	0	98	462
09:15 AM	3	146	16	0	165	8	5	5	0	18	5	109	24	0	138	16	7	46	0	69	390
Grand Total	25	2309	140	1	2475	74	33	101	0	208	80	1156	181	1	1418	267	53	647	1	968	5069
Apprch %	1	93.3	5.7	0		35.6	15.9	48.6	0		5.6	81.5	12.8	0.1		27.6	5.5	66.8	0.1		
Total %	0.5	45.6	2.8	0	48.8	1.5	0.7	2	0	4.1	1.6	22.8	3.6	0	28	5.3	1	12.8	0	19.1	
Lights	25	1960	137	0	2122	73	33	97	0	203	77	787	175	0	1039	267	53	640	0	960	4324
% Lights	100	84.9	97.9	0	85.7	98.6	100	96	0	97.6	96.2	68.1	96.7	0	73.3	100	100	98.9	0	99.2	85.3
Buses	0	36	1	0	37	0	0	0	0	0	0	16	5	0	21	0	0	7	0	7	65
% Buses	0	1.6	0.7	0	1.5	0	0	0	0	0	0	1.4	2.8	0	1.5	0	0	1.1	0	0.7	1.3
Trucks	0	313	2	0	315	1	0	4	0	5	3	353	1	0	357	0	0	0	0	0	677
% Trucks	0	13.6	1.4	0	12.7	1.4	0	4	0	2.4	3.8	30.5	0.6	0	25.2	0	0	0	0	0	13.4
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	3
% Pedestrians	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0.1	0	0	0	100	0.1	0.1

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 10-SAW_MILL_RIVER_RD_AT_SAW_MILL_RIVER_PKWY_RAMPS_650149_05-01-2019
Site Code :
Start Date : 5/1/2019

	SAW MILL RIVER RD From North					DRIVEWAY From East					SAW MILL RIVER RD From South					SAW MILL RIVER PKWY RAMPS From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	2	211	8	0	221	5	**4**	11	0	20	9	101	**28**	0	138	12	5	61	0	78	457
08:15 AM	2	**230**	**24**	0	**256**	**6**	1	9	0	16	**19**	**126**	14	0	**159**	18	6	74	0	98	**529**
08:30 AM	3	193	10	**1**	207	3	2	6	0	11	8	100	22	0	130	**30**	**7**	**82**	0	**119**	467
08:45 AM	**4**	216	12	0	232	6	3	**12**	0	**21**	4	105	19	0	128	28	7	74	0	109	490
Total Volume	11	850	54	1	916	20	10	38	0	68	40	432	83	0	555	88	25	291	0	404	1943
% App. Total	1.2	92.8	5.9	0.1		29.4	14.7	55.9	0		7.2	77.8	15	0		21.8	6.2	72	0		
PHF	.688	.924	.563	.250	.895	.833	.625	.792	.000	.810	.526	.857	.741	.000	.873	.733	.893	.887	.000	.849	.918
Lights	11	716	53	0	780	20	10	38	0	68	39	293	79	0	411	88	25	286	0	399	1658
% Lights	100	84.2	98.1	0	85.2	100	100	100	0	100	97.5	67.8	95.2	0	74.1	100	100	98.3	0	98.8	85.3
Buses	0	18	0	0	18	0	0	0	0	0	0	6	3	0	9	0	0	5	0	5	32
% Buses	0	2.1	0	0	2.0	0	0	0	0	0	0	1.4	3.6	0	1.6	0	0	1.7	0	1.2	1.6
Trucks	0	116	1	0	117	0	0	0	0	0	1	133	1	0	135	0	0	0	0	0	252
% Trucks	0	13.6	1.9	0	12.8	0	0	0	0	0	2.5	30.8	1.2	0	24.3	0	0	0	0	0	13.0
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	100	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 10-SAW_MILL_RIVER_RD_AT_SAW_MILL_RIVER_PKWY_RAMPS_650149_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	SAW MILL RIVER RD From North					DRIVEWAY From East					SAW MILL RIVER RD From South					SAW MILL RIVER PKWY RAMPS From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	10	143	9	0	162	9	2	16	0	27	10	115	28	0	153	4	2	23	0	29	371
02:15 PM	12	121	8	0	141	7	2	12	1	22	11	113	41	0	165	7	2	22	0	31	359
02:30 PM	14	126	5	0	145	3	4	9	0	16	9	137	36	0	182	6	1	33	0	40	383
02:45 PM	9	156	10	0	175	5	3	12	0	20	13	125	36	0	174	7	5	42	0	54	423
Total	45	546	32	0	623	24	11	49	1	85	43	490	141	0	674	24	10	120	0	154	1536
03:00 PM	10	137	7	0	154	6	1	13	0	20	9	122	49	0	180	4	4	31	0	39	393
03:15 PM	10	127	10	1	148	8	3	9	1	21	3	141	63	0	207	5	5	24	0	34	410
03:30 PM	13	124	9	0	146	1	2	8	0	11	7	153	103	0	263	8	6	50	0	64	484
03:45 PM	14	141	6	0	161	6	2	13	2	23	8	177	50	0	235	10	4	51	0	65	484
Total	47	529	32	1	609	21	8	43	3	75	27	593	265	0	885	27	19	156	0	202	1771
04:00 PM	14	166	8	0	188	4	5	5	0	14	11	156	64	0	231	9	1	32	1	43	476
04:15 PM	16	122	5	0	143	7	2	18	0	27	9	136	57	0	202	6	3	50	0	59	431
04:30 PM	9	146	9	0	164	4	5	18	0	27	11	168	63	0	242	7	4	29	0	40	473
04:45 PM	13	153	11	0	177	7	4	11	0	22	8	178	62	0	248	14	5	52	0	71	518
Total	52	587	33	0	672	22	16	52	0	90	39	638	246	0	923	36	13	163	1	213	1898
05:00 PM	29	167	14	0	210	4	4	20	0	28	14	200	93	0	307	6	3	47	0	56	601
05:15 PM	16	145	17	0	178	8	1	5	0	14	12	186	71	0	269	11	5	68	0	84	545
05:30 PM	20	116	10	0	146	6	3	7	0	16	10	163	57	0	230	8	3	75	0	86	478
05:45 PM	15	122	12	1	150	10	2	10	0	22	13	185	53	0	251	12	5	59	0	76	499
Total	80	550	53	1	684	28	10	42	0	80	49	734	274	0	1057	37	16	249	0	302	2123
06:00 PM	12	132	19	0	163	9	2	22	1	34	19	111	45	0	175	7	3	65	0	75	447
06:15 PM	10	86	11	0	107	9	4	15	0	28	17	114	34	1	166	2	5	32	0	39	340
Grand Total	246	2430	180	2	2858	113	51	223	5	392	194	2680	1005	1	3880	133	66	785	1	985	8115
Apprch %	8.6	85	6.3	0.1		28.8	13	56.9	1.3		5	69.1	25.9	0		13.5	6.7	79.7	0.1		
Total %	3	29.9	2.2	0	35.2	1.4	0.6	2.7	0.1	4.8	2.4	33	12.4	0	47.8	1.6	0.8	9.7	0	12.1	
Lights	246	2027	178	0	2451	111	51	222	0	384	190	2363	1003	0	3556	133	66	782	0	981	7372
% Lights	100	83.4	98.9	0	85.8	98.2	100	99.6	0	98	97.9	88.2	99.8	0	91.6	100	100	99.6	0	99.6	90.8
Buses	0	33	1	0	34	0	0	0	0	0	0	37	1	0	38	0	0	3	0	3	75
% Buses	0	1.4	0.6	0	1.2	0	0	0	0	0	0	1.4	0.1	0	1	0	0	0.4	0	0.3	0.9
Trucks	0	370	1	0	371	2	0	1	0	3	4	280	1	0	285	0	0	0	0	0	659
% Trucks	0	15.2	0.6	0	13	1.8	0	0.4	0	0.8	2.1	10.4	0.1	0	7.3	0	0	0	0	0	8.1
Pedestrians	0	0	0	2	2	0	0	0	5	5	0	0	0	1	1	0	0	0	1	1	9
% Pedestrians	0	0	0	100	0.1	0	0	0	100	1.3	0	0	0	100	0	0	0	0	100	0.1	0.1

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 10-SAW_MILL_RIVER_RD_AT_SAW_MILL_RIVER_PKWY_RAMPS_650149_05-01-2019
Site Code :
Start Date : 5/1/2019

	SAW MILL RIVER RD From North					DRIVEWAY From East					SAW MILL RIVER RD From South					SAW MILL RIVER PKWY RAMPS From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**29**	**167**	14	0	**210**	4	**4**	**20**	0	**28**	**14**	**200**	**93**	0	**307**	6	3	47	0	56	**601**
05:15 PM	16	145	**17**	0	178	8	1	5	0	14	12	186	71	0	269	11	**5**	68	0	84	545
05:30 PM	20	116	10	0	146	6	3	7	0	16	10	163	57	0	230	8	3	**75**	0	**86**	478
05:45 PM	15	122	12	**1**	150	**10**	2	10	0	22	13	185	53	0	251	**12**	5	59	0	76	499
Total Volume	80	550	53	1	684	28	10	42	0	80	49	734	274	0	1057	37	16	249	0	302	2123
% App. Total	11.7	80.4	7.7	0.1		35	12.5	52.5	0		4.6	69.4	25.9	0		12.3	5.3	82.5	0		
PHF	.690	.823	.779	.250	.814	.700	.625	.525	.000	.714	.875	.918	.737	.000	.861	.771	.800	.830	.000	.878	.883
Lights	80	467	52	0	599	28	10	42	0	80	48	684	274	0	1006	37	16	249	0	302	1987
% Lights	100	84.9	98.1	0	87.6	100	100	100	0	100	98.0	93.2	100	0	95.2	100	100	100	0	100	93.6
Buses	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	16
% Buses	0	1.1	0	0	0.9	0	0	0	0	0	0	1.4	0	0	0.9	0	0	0	0	0	0.8
Trucks	0	77	1	0	78	0	0	0	0	0	1	40	0	0	41	0	0	0	0	0	119
% Trucks	0	14.0	1.9	0	11.4	0	0	0	0	0	2.0	5.4	0	0	3.9	0	0	0	0	0	5.6
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	100	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 18-SAW_MILL_RIVER_RD_AT_SKYLINE_DR_650156_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	SAW MILL RIVER RD From North					SKYLINE DR From East					SAW MILL RIVER RD From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	147	7	0	154	0	0	4	0	4	19	66	0	0	85	0	0	0	0	0	243
06:45 AM	0	182	5	0	187	1	0	5	0	6	26	85	0	0	111	0	0	0	0	0	304
Total	0	329	12	0	341	1	0	9	0	10	45	151	0	0	196	0	0	0	0	0	547
07:00 AM	0	201	4	0	205	0	0	4	0	4	25	97	0	0	122	0	0	0	0	0	331
07:15 AM	0	215	12	0	227	0	0	5	0	5	44	101	0	0	145	0	0	0	0	0	377
07:30 AM	0	208	27	0	235	0	0	2	0	2	64	119	0	0	183	0	0	0	0	0	420
07:45 AM	0	230	33	0	263	0	0	8	0	8	66	150	0	0	216	0	0	0	0	0	487
Total	0	854	76	0	930	0	0	19	0	19	199	467	0	0	666	0	0	0	0	0	1615
08:00 AM	0	234	13	0	247	3	0	9	0	12	61	152	0	0	213	0	0	0	0	0	472
08:15 AM	0	238	18	0	256	1	0	8	0	9	45	139	0	0	184	0	0	0	0	0	449
08:30 AM	0	221	17	0	238	6	0	16	0	22	69	133	0	0	202	0	0	0	0	0	462
08:45 AM	0	208	29	0	237	3	0	17	0	20	75	137	0	0	212	0	0	0	0	0	469
Total	0	901	77	0	978	13	0	50	0	63	250	561	0	0	811	0	0	0	0	0	1852
09:00 AM	0	179	23	0	202	5	0	16	0	21	62	143	0	0	205	0	0	0	0	0	428
09:15 AM	0	155	9	0	164	2	0	9	0	11	45	141	0	0	186	0	0	0	0	0	361
Grand Total	0	2418	197	0	2615	21	0	103	0	124	601	1463	0	0	2064	0	0	0	0	0	4803
Apprch %	0	92.5	7.5	0		16.9	0	83.1	0		29.1	70.9	0	0		0	0	0	0		
Total %	0	50.3	4.1	0	54.4	0.4	0	2.1	0	2.6	12.5	30.5	0	0	43	0	0	0	0	0	
Lights	0	2055	195	0	2250	20	0	98	0	118	583	1089	0	0	1672	0	0	0	0	0	4040
% Lights	0	85	99	0	86	95.2	0	95.1	0	95.2	97	74.4	0	0	81	0	0	0	0	0	84.1
Buses	0	36	0	0	36	0	0	0	0	0	5	21	0	0	26	0	0	0	0	0	62
% Buses	0	1.5	0	0	1.4	0	0	0	0	0	0.8	1.4	0	0	1.3	0	0	0	0	0	1.3
Trucks	0	327	2	0	329	1	0	5	0	6	13	353	0	0	366	0	0	0	0	0	701
% Trucks	0	13.5	1	0	12.6	4.8	0	4.9	0	4.8	2.2	24.1	0	0	17.7	0	0	0	0	0	14.6
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 18-SAW_MILL_RIVER_RD_AT_SKYLINE_DR_650156_05-01-2019
Site Code :
Start Date : 5/1/2019

	SAW MILL RIVER RD From North					SKYLINE DR From East					SAW MILL RIVER RD From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	234	13	0	247	3	0	9	0	12	61	**152**	0	0	**213**	0	0	0	0	0	**472**
08:15 AM	0	**238**	18	0	**256**	1	0	8	0	9	45	139	0	0	184	0	0	0	0	0	449
08:30 AM	0	221	17	0	238	**6**	0	16	0	**22**	69	133	0	0	202	0	0	0	0	0	462
08:45 AM	0	208	**29**	0	237	3	0	**17**	0	20	**75**	137	0	0	212	0	0	0	0	0	469
Total Volume	0	901	77	0	978	13	0	50	0	63	250	561	0	0	811	0	0	0	0	0	1852
% App. Total	0	92.1	7.9	0		20.6	0	79.4	0		30.8	69.2	0	0		0	0	0	0		
PHF	.000	.946	.664	.000	.955	.542	.000	.735	.000	.716	.833	.923	.000	.000	.952	.000	.000	.000	.000	.000	.981
Lights	0	765	75	0	840	13	0	46	0	59	242	414	0	0	656	0	0	0	0	0	1555
% Lights	0	84.9	97.4	0	85.9	100	0	92.0	0	93.7	96.8	73.8	0	0	80.9	0	0	0	0	0	84.0
Buses	0	18	0	0	18	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	27
% Buses	0	2.0	0	0	1.8	0	0	0	0	0	0.4	1.4	0	0	1.1	0	0	0	0	0	1.5
Trucks	0	118	2	0	120	0	0	4	0	4	7	139	0	0	146	0	0	0	0	0	270
% Trucks	0	13.1	2.6	0	12.3	0	0	8.0	0	6.3	2.8	24.8	0	0	18.0	0	0	0	0	0	14.6
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 18-SAW_MILL_RIVER_RD_AT_SKYLINE_DR_650156_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	SAW MILL RIVER RD From North					SKYLINE DR From East					SAW MILL RIVER RD From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	166	6	0	172	5	0	24	0	29	20	155	0	0	175	0	0	0	0	0	376
02:15 PM	0	131	7	0	138	8	0	29	0	37	14	154	0	0	168	0	0	0	0	0	343
02:30 PM	0	140	4	0	144	7	0	28	0	35	18	185	0	0	203	0	0	0	0	0	382
02:45 PM	0	168	4	0	172	6	0	25	0	31	20	169	0	0	189	0	0	0	0	0	392
Total	0	605	21	0	626	26	0	106	0	132	72	663	0	0	735	0	0	0	0	0	1493
03:00 PM	0	157	2	0	159	7	0	31	0	38	17	170	0	0	187	0	0	0	0	0	384
03:15 PM	0	142	2	0	144	9	0	24	0	33	20	199	0	0	219	0	0	0	0	0	396
03:30 PM	0	152	2	0	154	13	0	18	0	31	24	245	0	0	269	0	0	0	0	0	454
03:45 PM	0	158	2	0	160	4	0	24	0	28	10	225	0	0	235	0	0	0	0	0	423
Total	0	609	8	0	617	33	0	97	0	130	71	839	0	0	910	0	0	0	0	0	1657
04:00 PM	0	169	2	0	171	10	0	33	0	43	11	213	0	0	224	0	0	0	0	0	438
04:15 PM	0	146	9	0	155	10	0	27	0	37	20	182	0	0	202	0	0	0	0	0	394
04:30 PM	0	165	1	0	166	19	0	29	0	48	11	220	0	0	231	0	0	0	0	0	445
04:45 PM	0	166	7	0	173	16	0	42	0	58	13	223	0	0	236	0	0	0	0	0	467
Total	0	646	19	0	665	55	0	131	0	186	55	838	0	0	893	0	0	0	0	0	1744
05:00 PM	0	220	1	0	221	24	0	56	0	80	11	276	0	0	287	0	0	0	0	0	588
05:15 PM	0	172	3	0	175	13	0	43	0	56	19	249	0	0	268	0	0	0	0	0	499
05:30 PM	0	144	1	0	145	5	0	37	0	42	14	237	0	0	251	0	0	0	0	0	438
05:45 PM	0	119	3	0	122	11	0	34	0	45	22	222	0	0	244	0	0	0	0	0	411
Total	0	655	8	0	663	53	0	170	0	223	66	984	0	0	1050	0	0	0	0	0	1936
06:00 PM	0	159	6	0	165	6	0	39	0	45	26	159	0	0	185	0	0	0	0	0	395
06:15 PM	0	106	1	0	107	4	0	26	0	30	9	154	0	0	163	0	0	0	0	0	300
Grand Total	0	2780	63	0	2843	177	0	569	0	746	299	3637	0	0	3936	0	0	0	0	0	7525
Apprch %	0	97.8	2.2	0		23.7	0	76.3	0		7.6	92.4	0	0		0	0	0	0		
Total %	0	36.9	0.8	0	37.8	2.4	0	7.6	0	9.9	4	48.3	0	0	52.3	0	0	0	0	0	
Lights	0	2386	62	0	2448	175	0	556	0	731	278	3304	0	0	3582	0	0	0	0	0	6761
% Lights	0	85.8	98.4	0	86.1	98.9	0	97.7	0	98	93	90.8	0	0	91	0	0	0	0	0	89.8
Buses	0	35	1	0	36	0	0	3	0	3	8	40	0	0	48	0	0	0	0	0	87
% Buses	0	1.3	1.6	0	1.3	0	0	0.5	0	0.4	2.7	1.1	0	0	1.2	0	0	0	0	0	1.2
Trucks	0	359	0	0	359	2	0	10	0	12	13	293	0	0	306	0	0	0	0	0	677
% Trucks	0	12.9	0	0	12.6	1.1	0	1.8	0	1.6	4.3	8.1	0	0	7.8	0	0	0	0	0	9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 18-SAW_MILL_RIVER_RD_AT_SKYLINE_DR_650156_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 2

	SAW MILL RIVER RD From North					SKYLINE DR From East					SAW MILL RIVER RD From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	**220**	1	0	**221**	**24**	0	**56**	0	**80**	11	**276**	0	0	**287**	0	0	0	0	0	**588**
05:15 PM	0	172	**3**	0	175	13	0	43	0	56	19	249	0	0	268	0	0	0	0	0	499
05:30 PM	0	144	1	0	145	5	0	37	0	42	14	237	0	0	251	0	0	0	0	0	438
05:45 PM	0	119	3	0	122	11	0	34	0	45	**22**	222	0	0	244	0	0	0	0	0	411
Total Volume	0	655	8	0	663	53	0	170	0	223	66	984	0	0	1050	0	0	0	0	0	1936
% App. Total	0	98.8	1.2	0		23.8	0	76.2	0		6.3	93.7	0	0		0	0	0	0		
PHF	.000	.744	.667	.000	.750	.552	.000	.759	.000	.697	.750	.891	.000	.000	.915	.000	.000	.000	.000	.000	.823
Lights	0	572	7	0	579	53	0	168	0	221	63	932	0	0	995	0	0	0	0	0	1795
% Lights	0	87.3	87.5	0	87.3	100	0	98.8	0	99.1	95.5	94.7	0	0	94.8	0	0	0	0	0	92.7
Buses	0	5	1	0	6	0	0	2	0	2	1	10	0	0	11	0	0	0	0	0	19
% Buses	0	0.8	12.5	0	0.9	0	0	1.2	0	0.9	1.5	1.0	0	0	1.0	0	0	0	0	0	1.0
Trucks	0	78	0	0	78	0	0	0	0	0	2	42	0	0	44	0	0	0	0	0	122
% Trucks	0	11.9	0	0	11.8	0	0	0	0	0	3.0	4.3	0	0	4.2	0	0	0	0	0	6.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 9-SAW_MILL_RIVER_RD_AT_DANA_RD_650145_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	SAW MILL RIVER RD From North					DANA RD From East					SAW MILL RIVER RD From South					HOME DEPOT DRIVEWAY From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	5	110	26	0	141	10	3	2	0	15	31	84	12	0	127	20	6	5	0	31	314
06:45 AM	7	127	32	2	168	14	2	4	0	20	29	116	14	0	159	10	1	3	0	14	361
Total	12	237	58	2	309	24	5	6	0	35	60	200	26	0	286	30	7	8	0	45	675
07:00 AM	18	145	38	0	201	8	2	7	0	17	29	119	22	0	170	11	6	7	0	24	412
07:15 AM	19	163	36	1	219	7	2	4	0	13	15	132	30	0	177	18	5	8	0	31	440
07:30 AM	18	160	38	0	216	13	3	18	0	34	22	159	33	0	214	23	8	13	0	44	508
07:45 AM	16	185	48	0	249	20	3	17	0	40	22	178	41	0	241	24	9	18	0	51	581
Total	71	653	160	1	885	48	10	46	0	104	88	588	126	0	802	76	28	46	0	150	1941
08:00 AM	21	193	43	0	257	29	3	17	0	49	29	172	39	0	240	24	9	14	0	47	593
08:15 AM	22	184	43	1	250	25	3	12	0	40	26	146	28	0	200	27	11	13	0	51	541
08:30 AM	27	165	52	1	245	21	7	13	0	41	30	160	33	0	223	34	7	20	0	61	570
08:45 AM	20	151	55	0	226	18	6	6	0	30	28	172	35	0	235	31	7	16	0	54	545
Total	90	693	193	2	978	93	19	48	0	160	113	650	135	0	898	116	34	63	0	213	2249
09:00 AM	18	139	39	1	197	25	8	9	1	43	20	181	44	0	245	18	13	9	0	40	525
09:15 AM	24	112	31	1	168	14	7	14	1	36	17	147	45	0	209	27	5	22	0	54	467
Grand Total	215	1834	481	7	2537	204	49	123	2	378	298	1766	376	0	2440	267	87	148	0	502	5857
Apprch %	8.5	72.3	19	0.3		54	13	32.5	0.5		12.2	72.4	15.4	0		53.2	17.3	29.5	0		
Total %	3.7	31.3	8.2	0.1	43.3	3.5	0.8	2.1	0	6.5	5.1	30.2	6.4	0	41.7	4.6	1.5	2.5	0	8.6	
Lights	203	1511	453	0	2167	191	47	110	0	348	288	1394	354	0	2036	249	85	137	0	471	5022
% Lights	94.4	82.4	94.2	0	85.4	93.6	95.9	89.4	0	92.1	96.6	78.9	94.1	0	83.4	93.3	97.7	92.6	0	93.8	85.7
Buses	0	22	14	0	36	5	1	3	0	9	2	24	1	0	27	1	0	1	0	2	74
% Buses	0	1.2	2.9	0	1.4	2.5	2	2.4	0	2.4	0.7	1.4	0.3	0	1.1	0.4	0	0.7	0	0.4	1.3
Trucks	12	301	14	0	327	8	1	10	0	19	8	348	21	0	377	17	2	10	0	29	752
% Trucks	5.6	16.4	2.9	0	12.9	3.9	2	8.1	0	5	2.7	19.7	5.6	0	15.5	6.4	2.3	6.8	0	5.8	12.8
Pedestrians	0	0	0	7	7	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	9
% Pedestrians	0	0	0	100	0.3	0	0	0	100	0.5	0	0	0	0	0	0	0	0	0	0	0.2

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 9-SAW_MILL_RIVER_RD_AT_DANA_RD_650145_05-01-2019
Site Code :
Start Date : 5/1/2019

	SAW MILL RIVER RD From North					DANA RD From East					SAW MILL RIVER RD From South					HOME DEPOT DRIVEWAY From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	21	**193**	43	0	**257**	**29**	3	**17**	0	**49**	29	**172**	**39**	0	**240**	24	9	14	0	47	**593**
08:15 AM	22	184	43	**1**	250	25	3	12	0	40	26	146	28	0	200	27	**11**	13	0	51	541
08:30 AM	**27**	165	52	1	245	21	**7**	13	0	41	**30**	160	33	0	223	**34**	7	**20**	0	**61**	570
08:45 AM	20	151	**55**	0	226	18	6	6	0	30	28	172	35	0	235	31	7	16	0	54	545
Total Volume	90	693	193	2	978	93	19	48	0	160	113	650	135	0	898	116	34	63	0	213	2249
% App. Total	9.2	70.9	19.7	0.2		58.1	11.9	30	0		12.6	72.4	15	0		54.5	16	29.6	0		
PHF	.833	.898	.877	.500	.951	.802	.679	.706	.000	.816	.942	.945	.865	.000	.935	.853	.773	.788	.000	.873	.948
Lights	82	580	180	0	842	87	18	43	0	148	109	510	127	0	746	106	33	58	0	197	1933
% Lights	91.1	83.7	93.3	0	86.1	93.5	94.7	89.6	0	92.5	96.5	78.5	94.1	0	83.1	91.4	97.1	92.1	0	92.5	85.9
Buses	0	12	6	0	18	3	1	0	0	4	0	6	1	0	7	1	0	1	0	2	31
% Buses	0	1.7	3.1	0	1.8	3.2	5.3	0	0	2.5	0	0.9	0.7	0	0.8	0.9	0	1.6	0	0.9	1.4
Trucks	8	101	7	0	116	3	0	5	0	8	4	134	7	0	145	9	1	4	0	14	283
% Trucks	8.9	14.6	3.6	0	11.9	3.2	0	10.4	0	5.0	3.5	20.6	5.2	0	16.1	7.8	2.9	6.3	0	6.6	12.6
Pedestrians	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Pedestrians	0	0	0	100	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 9-SAW_MILL_RIVER_RD_AT_DANA_RD_650145_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	SAW MILL RIVER RD From North					DANA RD From East					SAW MILL RIVER RD From South					HOME DEPOT DRIVEWAY From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	28	136	24	0	188	25	2	13	0	40	10	124	48	0	182	39	12	33	0	84	494
02:15 PM	17	122	22	0	161	22	7	23	1	53	8	124	42	0	174	31	14	33	0	78	466
02:30 PM	22	123	22	0	167	35	9	22	0	66	7	130	41	0	178	34	18	26	0	78	489
02:45 PM	22	148	31	0	201	30	7	16	0	53	15	147	42	0	204	36	12	26	0	74	532
Total	89	529	99	0	717	112	25	74	1	212	40	525	173	0	738	140	56	118	0	314	1981
03:00 PM	28	132	23	0	183	21	5	28	0	54	8	147	40	0	195	39	12	22	1	74	506
03:15 PM	19	124	22	0	165	41	6	25	0	72	6	159	42	0	207	37	9	28	0	74	518
03:30 PM	16	131	32	1	180	55	7	67	0	129	7	166	36	0	209	37	10	28	0	75	593
03:45 PM	28	135	29	0	192	23	3	26	0	52	10	171	44	0	225	37	11	34	0	82	551
Total	91	522	106	1	720	140	21	146	0	307	31	643	162	0	836	150	42	112	1	305	2168
04:00 PM	19	155	34	1	209	28	7	32	0	67	9	179	51	0	239	31	10	20	0	61	576
04:15 PM	21	128	30	0	179	29	8	38	0	75	7	151	47	0	205	45	11	28	0	84	543
04:30 PM	19	148	34	1	202	38	5	30	0	73	7	183	47	0	237	41	14	24	0	79	591
04:45 PM	20	155	31	0	206	34	4	54	0	92	5	175	35	0	215	34	8	25	0	67	580
Total	79	586	129	2	796	129	24	154	0	307	28	688	180	0	896	151	43	97	0	291	2290
05:00 PM	20	187	54	1	262	39	4	61	0	104	6	206	37	0	249	32	4	27	0	63	678
05:15 PM	25	142	35	1	203	32	6	38	0	76	3	202	36	0	241	26	9	26	0	61	581
05:30 PM	14	136	25	0	175	41	12	30	0	83	10	195	40	0	245	35	14	23	0	72	575
05:45 PM	5	123	15	0	143	43	5	49	0	97	8	166	46	0	220	35	12	24	0	71	531
Total	64	588	129	2	783	155	27	178	0	360	27	769	159	0	955	128	39	100	0	267	2365
06:00 PM	20	152	33	0	205	31	6	24	0	61	9	140	43	0	192	33	4	19	0	56	514
06:15 PM	14	97	21	0	132	16	6	22	0	44	7	124	28	0	159	28	7	21	0	56	391
Grand Total	357	2474	517	5	3353	583	109	598	1	1291	142	2889	745	0	3776	630	191	467	1	1289	9709
Apprch %	10.6	73.8	15.4	0.1		45.2	8.4	46.3	0.1		3.8	76.5	19.7	0		48.9	14.8	36.2	0.1		
Total %	3.7	25.5	5.3	0.1	34.5	6	1.1	6.2	0	13.3	1.5	29.8	7.7	0	38.9	6.5	2	4.8	0	13.3	
Lights	352	2134	488	0	2974	545	105	589	0	1239	137	2571	731	0	3439	618	187	458	0	1263	8915
% Lights	98.6	86.3	94.4	0	88.7	93.5	96.3	98.5	0	96	96.5	89	98.1	0	91.1	98.1	97.9	98.1	0	98	91.8
Buses	0	21	12	0	33	19	0	2	0	21	0	30	2	0	32	1	0	0	0	1	87
% Buses	0	0.8	2.3	0	1	3.3	0	0.3	0	1.6	0	1	0.3	0	0.8	0.2	0	0	0	0.1	0.9
Trucks	5	319	17	0	341	19	4	7	0	30	5	288	12	0	305	11	4	9	0	24	700
% Trucks	1.4	12.9	3.3	0	10.2	3.3	3.7	1.2	0	2.3	3.5	10	1.6	0	8.1	1.7	2.1	1.9	0	1.9	7.2
Pedestrians	0	0	0	5	5	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	7
% Pedestrians	0	0	0	100	0.1	0	0	0	100	0.1	0	0	0	0	0	0	0	0	100	0.1	0.1

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 9-SAW_MILL_RIVER_RD_AT_DANA_RD_650145_05-01-2019
Site Code :
Start Date : 5/1/2019

	SAW MILL RIVER RD From North					DANA RD From East					SAW MILL RIVER RD From South					HOME DEPOT DRIVEWAY From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	20	**187**	**54**	**1**	**262**	39	4	**61**	0	**104**	6	**206**	37	0	**249**	32	4	**27**	0	63	**678**
05:15 PM	**25**	142	35	1	203	32	6	38	0	76	3	202	36	0	241	26	9	26	0	61	581
05:30 PM	14	136	25	0	175	41	**12**	30	0	83	**10**	195	40	0	245	**35**	**14**	23	0	**72**	575
05:45 PM	5	123	15	0	143	**43**	5	49	0	97	8	166	**46**	0	220	35	12	24	0	71	531
Total Volume	64	588	129	2	783	155	27	178	0	360	27	769	159	0	955	128	39	100	0	267	2365
% App. Total	8.2	75.1	16.5	0.3		43.1	7.5	49.4	0		2.8	80.5	16.6	0		47.9	14.6	37.5	0		
PHF	.640	.786	.597	.500	.747	.901	.563	.730	.000	.865	.675	.933	.864	.000	.959	.914	.696	.926	.000	.927	.872
Lights	64	519	120	0	703	148	27	177	0	352	26	729	158	0	913	127	39	99	0	265	2233
% Lights	100	88.3	93.0	0	89.8	95.5	100	99.4	0	97.8	96.3	94.8	99.4	0	95.6	99.2	100	99.0	0	99.3	94.4
Buses	0	3	4	0	7	7	0	0	0	7	0	3	0	0	3	0	0	0	0	0	17
% Buses	0	0.5	3.1	0	0.9	4.5	0	0	0	1.9	0	0.4	0	0	0.3	0	0	0	0	0	0.7
Trucks	0	66	5	0	71	0	0	1	0	1	1	37	1	0	39	1	0	1	0	2	113
% Trucks	0	11.2	3.9	0	9.1	0	0	0.6	0	0.3	3.7	4.8	0.6	0	4.1	0.8	0	1.0	0	0.7	4.8
Pedestrians	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Pedestrians	0	0	0	100	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

File Name : 5_HOSPITAL_RD_&_SUNSHINE_COTTAGE_RD_693274_09-10-2019
Site Code :
Start Date : 9/10/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	HOSPITAL RD From North					SUNSHINE COTTAGE RD From East					From South					SUNSHINE COTTAGE RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	9	0	11	3	23	4	4	0	0	8	0	0	0	0	0	0	22	11	0	33	64
06:45 AM	12	0	17	8	37	6	6	0	0	12	0	0	0	0	0	0	31	15	0	46	95
Total	21	0	28	11	60	10	10	0	0	20	0	0	0	0	0	0	53	26	0	79	159
07:00 AM	18	0	15	4	37	8	3	0	0	11	0	0	0	0	0	0	16	6	0	22	70
07:15 AM	23	0	16	2	41	9	9	0	0	18	0	0	0	0	0	0	16	5	0	21	80
07:30 AM	27	0	15	4	46	23	15	0	0	38	0	0	0	0	0	0	23	10	2	35	119
07:45 AM	40	0	20	6	66	13	22	0	1	36	0	0	0	0	0	0	28	22	0	50	152
Total	108	0	66	16	190	53	49	0	1	103	0	0	0	0	0	0	83	43	2	128	421
08:00 AM	34	0	31	3	68	16	8	0	1	25	0	0	0	0	0	0	21	22	0	43	136
08:15 AM	25	0	28	1	54	8	6	0	0	14	0	0	0	0	0	0	21	26	0	47	115
08:30 AM	39	0	23	3	65	11	10	0	0	21	0	0	0	0	0	0	22	12	0	34	120
08:45 AM	43	0	19	2	64	7	9	0	0	16	0	0	0	0	0	0	25	21	0	46	126
Total	141	0	101	9	251	42	33	0	1	76	0	0	0	0	0	0	89	81	0	170	497
09:00 AM	39	0	30	3	72	10	11	0	0	21	0	0	0	0	0	0	25	12	0	37	130
09:15 AM	35	0	35	2	72	7	6	0	0	13	0	0	0	0	0	0	21	12	0	33	118
Grand Total	344	0	260	41	645	122	109	0	2	233	0	0	0	0	0	0	271	174	2	447	1325
Apprch %	53.3	0	40.3	6.4		52.4	46.8	0	0.9		0	0	0	0		0	60.6	38.9	0.4		
Total %	26	0	19.6	3.1	48.7	9.2	8.2	0	0.2	17.6	0	0	0	0	0	0	20.5	13.1	0.2	33.7	
Lights	338	0	244	0	582	100	98	0	0	198	0	0	0	0	0	0	258	169	0	427	1207
% Lights	98.3	0	93.8	0	90.2	82	89.9	0	0	85	0	0	0	0	0	0	95.2	97.1	0	95.5	91.1
Buses	0	0	15	0	15	21	8	0	0	29	0	0	0	0	0	0	12	0	0	12	56
% Buses	0	0	5.8	0	2.3	17.2	7.3	0	0	12.4	0	0	0	0	0	0	4.4	0	0	2.7	4.2
Trucks	6	0	1	0	7	1	3	0	0	4	0	0	0	0	0	0	1	5	0	6	17
% Trucks	1.7	0	0.4	0	1.1	0.8	2.8	0	0	1.7	0	0	0	0	0	0	0.4	2.9	0	1.3	1.3
Pedestrians	0	0	0	41	41	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	45
% Pedestrians	0	0	0	100	6.4	0	0	0	100	0.9	0	0	0	0	0	0	0	0	100	0.4	3.4

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

File Name : 5_HOSPITAL_RD_&_SUNSHINE_COTTAGE_RD_693274_09-10-2019
Site Code :
Start Date : 9/10/2019

	HOSPITAL RD From North					SUNSHINE COTTAGE RD From East					From South					SUNSHINE COTTAGE RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	34	0	31	3	68	16	8	0	1	25	0	0	0	0	0	0	21	22	0	43	136
08:15 AM	25	0	28	1	54	8	6	0	0	14	0	0	0	0	0	0	21	26	0	47	115
08:30 AM	39	0	23	3	65	11	10	0	0	21	0	0	0	0	0	0	22	12	0	34	120
08:45 AM	43	0	19	2	64	7	9	0	0	16	0	0	0	0	0	0	25	21	0	46	126
Total Volume	141	0	101	9	251	42	33	0	1	76	0	0	0	0	0	0	89	81	0	170	497
% App. Total	56.2	0	40.2	3.6		55.3	43.4	0	1.3		0	0	0	0		0	52.4	47.6	0		
PHF	.820	.000	.815	.750	.923	.656	.825	.000	.250	.760	.000	.000	.000	.000	.000	.000	.890	.779	.000	.904	.914
Lights	137	0	97	0	234	31	29	0	0	60	0	0	0	0	0	0	84	78	0	162	456
% Lights	97.2	0	96.0	0	93.2	73.8	87.9	0	0	78.9	0	0	0	0	0	0	94.4	96.3	0	95.3	91.8
Buses	0	0	4	0	4	10	3	0	0	13	0	0	0	0	0	0	4	0	0	4	21
% Buses	0	0	4.0	0	1.6	23.8	9.1	0	0	17.1	0	0	0	0	0	0	4.5	0	0	2.4	4.2
Trucks	4	0	0	0	4	1	1	0	0	2	0	0	0	0	0	0	1	3	0	4	10
% Trucks	2.8	0	0	0	1.6	2.4	3.0	0	0	2.6	0	0	0	0	0	0	1.1	3.7	0	2.4	2.0
Pedestrians	0	0	0	9	9	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	10
% Pedestrians	0	0	0	100	3.6	0	0	0	100	1.3	0	0	0	0	0	0	0	0	0	0	2.0

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

File Name : 5_HOSPITAL_RD_&_SUNSHINE_COTTAGE_RD_693274_09-10-2019
Site Code :
Start Date : 9/10/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	HOSPITAL RD From North					SUNSHINE COTTAGE RD From East					From South					SUNSHINE COTTAGE RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	11	0	7	4	22	17	10	0	0	27	0	0	0	0	0	0	14	12	0	26	75
02:45 PM	7	0	19	3	29	5	11	0	0	16	0	0	0	0	0	0	14	19	0	33	78
Total	18	0	26	7	51	22	21	0	0	43	0	0	0	0	0	0	28	31	0	59	153
03:00 PM	13	0	12	3	28	10	7	0	0	17	0	0	0	0	0	0	11	14	1	26	71
03:15 PM	16	0	11	5	32	8	7	0	0	15	0	0	0	0	0	0	17	13	1	31	78
03:30 PM	21	0	5	2	28	12	12	0	0	24	0	0	0	0	0	0	9	17	0	26	78
03:45 PM	13	0	10	7	30	13	11	0	0	24	0	0	0	0	0	0	7	23	1	31	85
Total	63	0	38	17	118	43	37	0	0	80	0	0	0	0	0	0	44	67	3	114	312
04:00 PM	25	0	8	2	35	17	22	0	2	41	0	0	0	0	0	0	3	32	1	36	112
04:15 PM	11	0	8	5	24	15	19	0	0	34	0	0	0	0	0	0	12	27	0	39	97
04:30 PM	18	0	8	1	27	16	19	0	0	35	0	0	0	0	0	0	9	28	0	37	99
04:45 PM	27	0	6	2	35	14	20	0	0	34	0	0	0	0	0	0	7	34	0	41	110
Total	81	0	30	10	121	62	80	0	2	144	0	0	0	0	0	0	31	121	1	153	418
05:00 PM	27	0	8	8	43	12	30	0	0	42	0	0	0	0	0	0	10	49	0	59	144
05:15 PM	19	0	6	8	33	16	12	0	0	28	0	0	0	0	0	0	7	32	0	39	100
05:30 PM	26	0	6	3	35	10	19	0	0	29	0	0	0	0	0	0	4	26	0	30	94
05:45 PM	6	0	4	4	14	9	19	0	0	28	0	0	0	0	0	0	5	21	0	26	68
Total	78	0	24	23	125	47	80	0	0	127	0	0	0	0	0	0	26	128	0	154	406
06:00 PM	16	0	7	3	26	12	14	0	0	26	0	0	0	0	0	0	2	24	0	26	78
06:15 PM	15	0	10	4	29	5	11	0	0	16	0	0	0	0	0	0	7	15	1	23	68
Grand Total	271	0	135	64	470	191	243	0	2	436	0	0	0	0	0	0	138	386	5	529	1435
Apprch %	57.7	0	28.7	13.6		43.8	55.7	0	0.5		0	0	0	0		0	26.1	73	0.9		
Total %	18.9	0	9.4	4.5	32.8	13.3	16.9	0	0.1	30.4	0	0	0	0	0	0	9.6	26.9	0.3	36.9	
Lights	265	0	109	0	374	172	222	0	0	394	0	0	0	0	0	0	127	384	0	511	1279
% Lights	97.8	0	80.7	0	79.6	90.1	91.4	0	0	90.4	0	0	0	0	0	0	92	99.5	0	96.6	89.1
Buses	1	0	23	0	24	18	16	0	0	34	0	0	0	0	0	0	8	0	0	8	66
% Buses	0.4	0	17	0	5.1	9.4	6.6	0	0	7.8	0	0	0	0	0	0	5.8	0	0	1.5	4.6
Trucks	5	0	3	0	8	1	5	0	0	6	0	0	0	0	0	0	3	2	0	5	19
% Trucks	1.8	0	2.2	0	1.7	0.5	2.1	0	0	1.4	0	0	0	0	0	0	2.2	0.5	0	0.9	1.3
Pedestrians	0	0	0	64	64	0	0	0	2	2	0	0	0	0	0	0	0	0	5	5	71
% Pedestrians	0	0	0	100	13.6	0	0	0	100	0.5	0	0	0	0	0	0	0	0	100	0.9	4.9

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

File Name : 5_HOSPITAL_RD_&_SUNSHINE_COTTAGE_RD_693274_09-10-2019
Site Code :
Start Date : 9/10/2019

	HOSPITAL RD From North					SUNSHINE COTTAGE RD From East					From South					SUNSHINE COTTAGE RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	27	0	8	8	43	12	30	0	0	42	0	0	0	0	0	0	10	49	0	59	144
05:15 PM	19	0	6	8	33	16	12	0	0	28	0	0	0	0	0	0	7	32	0	39	100
05:30 PM	26	0	6	3	35	10	19	0	0	29	0	0	0	0	0	0	4	26	0	30	94
05:45 PM	6	0	4	4	14	9	19	0	0	28	0	0	0	0	0	0	5	21	0	26	68
Total Volume	78	0	24	23	125	47	80	0	0	127	0	0	0	0	0	0	26	128	0	154	406
% App. Total	62.4	0	19.2	18.4		37	63	0	0		0	0	0	0		0	16.9	83.1	0		
PHF	.722	.000	.750	.719	.727	.734	.667	.000	.000	.756	.000	.000	.000	.000	.000	.000	.650	.653	.000	.653	.705
Lights	78	0	19	0	97	43	74	0	0	117	0	0	0	0	0	0	25	127	0	152	366
% Lights	100	0	79.2	0	77.6	91.5	92.5	0	0	92.1	0	0	0	0	0	0	96.2	99.2	0	98.7	90.1
Buses	0	0	4	0	4	4	5	0	0	9	0	0	0	0	0	0	1	0	0	1	14
% Buses	0	0	16.7	0	3.2	8.5	6.3	0	0	7.1	0	0	0	0	0	0	3.8	0	0	0.6	3.4
Trucks	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
% Trucks	0	0	4.2	0	0.8	0	1.3	0	0	0.8	0	0	0	0	0	0	0	0.8	0	0.6	0.7
Pedestrians	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
% Pedestrians	0	0	0	100	18.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.7

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

File Name : 4_DANA_RD_&_HAMMOND_HOUSE_RD_693273_09-10-2019
Site Code :
Start Date : 9/10/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	HAMMOND HOUSE RD From North					DANA RD From East					HAMMOND HOUSE RD From South					DANA RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	6	0	4	0	10	1	0	0	0	1	0	0	0	0	0	0	11	30	0	41	52
06:45 AM	9	0	6	0	15	1	1	0	0	2	0	0	0	0	0	0	12	55	0	67	84
Total	15	0	10	0	25	2	1	0	0	3	0	0	0	0	0	0	23	85	0	108	136
07:00 AM	14	0	6	0	20	0	0	0	0	0	0	0	0	0	0	0	16	25	0	41	61
07:15 AM	11	0	6	0	17	1	0	0	0	1	0	0	0	0	0	0	13	38	0	51	69
07:30 AM	20	0	6	0	26	1	1	0	1	3	0	0	0	3	3	0	20	35	0	55	87
07:45 AM	35	0	23	0	58	3	3	0	0	6	0	0	0	1	1	0	54	64	1	119	184
Total	80	0	41	0	121	5	4	0	1	10	0	0	0	4	4	0	103	162	1	266	401
08:00 AM	26	0	20	0	46	1	4	0	0	5	0	0	0	0	0	0	30	42	0	72	123
08:15 AM	15	0	10	0	25	2	1	0	0	3	0	0	0	0	0	0	29	41	0	70	98
08:30 AM	16	0	14	0	30	1	2	0	0	3	0	0	0	0	0	0	22	40	0	62	95
08:45 AM	26	0	24	0	50	2	2	0	1	5	0	0	0	1	1	0	29	39	0	68	124
Total	83	0	68	0	151	6	9	0	1	16	0	0	0	1	1	0	110	162	0	272	440
09:00 AM	21	0	15	0	36	1	2	0	0	3	0	0	0	0	0	0	36	35	0	71	110
09:15 AM	15	0	29	0	44	2	1	0	0	3	0	0	0	0	0	0	38	27	0	65	112
Grand Total	214	0	163	0	377	16	17	0	2	35	0	0	0	5	5	0	310	471	1	782	1199
Apprch %	56.8	0	43.2	0		45.7	48.6	0	5.7		0	0	0	100		0	39.6	60.2	0.1		
Total %	17.8	0	13.6	0	31.4	1.3	1.4	0	0.2	2.9	0	0	0	0.4	0.4	0	25.9	39.3	0.1	65.2	
Lights	195	0	163	0	358	16	15	0	0	31	0	0	0	0	0	0	307	451	0	758	1147
% Lights	91.1	0	100	0	95	100	88.2	0	0	88.6	0	0	0	0	0	0	99	95.8	0	96.9	95.7
Buses	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	24
% Buses	4.7	0	0	0	2.7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.8	2
Trucks	9	0	0	0	9	0	2	0	0	2	0	0	0	0	0	0	3	6	0	9	20
% Trucks	4.2	0	0	0	2.4	0	11.8	0	0	5.7	0	0	0	0	0	0	1	1.3	0	1.2	1.7
Pedestrians	0	0	0	0	0	0	0	0	2	2	0	0	0	5	5	0	0	0	1	1	8
% Pedestrians	0	0	0	0	0	0	0	0	100	5.7	0	0	0	100	100	0	0	0	100	0.1	0.7

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595
Customer Loyalty through Client Satisfaction

File Name : 4_DANA_RD_&_HAMMOND_HOUSE_RD_693273_09-10-2019
Site Code :
Start Date : 9/10/2019

	HAMMOND HOUSE RD From North					DANA RD From East					HAMMOND HOUSE RD From South					DANA RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	26	0	20	0	46	1	4	0	0	5	0	0	0	0	0	0	30	42	0	72	123
08:15 AM	15	0	10	0	25	2	1	0	0	3	0	0	0	0	0	0	29	41	0	70	98
08:30 AM	16	0	14	0	30	1	2	0	0	3	0	0	0	0	0	0	22	40	0	62	95
08:45 AM	26	0	24	0	50	2	2	0	1	5	0	0	0	1	1	0	29	39	0	68	124
Total Volume	83	0	68	0	151	6	9	0	1	16	0	0	0	1	1	0	110	162	0	272	440
% App. Total	55	0	45	0		37.5	56.2	0	6.2		0	0	0	100		0	40.4	59.6	0		
PHF	.798	.000	.708	.000	.755	.750	.563	.000	.250	.800	.000	.000	.000	.250	.250	.000	.917	.964	.000	.944	.887
Lights	76	0	68	0	144	6	8	0	0	14	0	0	0	0	0	0	109	153	0	262	420
% Lights	91.6	0	100	0	95.4	100	88.9	0	0	87.5	0	0	0	0	0	0	99.1	94.4	0	96.3	95.5
Buses	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	7
% Buses	3.6	0	0	0	2.0	0	0	0	0	0	0	0	0	0	0	0	0	2.5	0	1.5	1.6
Trucks	4	0	0	0	4	0	1	0	0	1	0	0	0	0	0	0	1	5	0	6	11
% Trucks	4.8	0	0	0	2.6	0	11.1	0	0	6.3	0	0	0	0	0	0	0.9	3.1	0	2.2	2.5
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
% Pedestrians	0	0	0	0	0	0	0	0	100	6.3	0	0	0	100	100	0	0	0	0	0	0.5

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595
Customer Loyalty through Client Satisfaction

File Name : 4_DANA_RD_&_HAMMOND_HOUSE_RD_693273_09-10-2019
Site Code :
Start Date : 9/10/2019

Groups Printed- Lights - Buses - Trucks - Pedestrians

	HAMMOND HOUSE RD From North					DANA RD From East					HAMMOND HOUSE RD From South					DANA RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	26	0	1	0	27	3	12	0	0	15	0	0	0	1	1	0	3	21	0	24	67
02:45 PM	21	0	1	1	23	2	13	0	0	15	0	0	0	0	0	0	5	19	0	24	62
Total	47	0	2	1	50	5	25	0	0	30	0	0	0	1	1	0	8	40	0	48	129
03:00 PM	22	0	1	1	24	5	35	0	0	40	0	0	0	0	0	0	5	17	0	22	86
03:15 PM	17	0	3	0	20	5	14	0	0	19	0	0	0	0	0	0	7	14	0	21	60
03:30 PM	27	0	6	0	33	8	41	0	0	49	0	0	0	0	0	0	4	11	0	15	97
03:45 PM	36	0	3	0	39	12	33	0	0	45	0	0	0	0	0	0	14	15	0	29	113
Total	102	0	13	1	116	30	123	0	0	153	0	0	0	0	0	0	30	57	0	87	356
04:00 PM	50	0	2	0	52	6	39	0	0	45	0	0	0	0	0	0	5	13	0	18	115
04:15 PM	44	0	1	0	45	7	24	0	0	31	0	0	0	0	0	0	5	15	0	20	96
04:30 PM	43	0	1	0	44	4	31	0	0	35	0	0	0	0	0	0	2	10	0	12	91
04:45 PM	65	0	5	1	71	8	17	0	0	25	0	0	0	0	0	0	4	13	0	17	113
Total	202	0	9	1	212	25	111	0	0	136	0	0	0	0	0	0	16	51	0	67	415
05:00 PM	68	0	7	0	75	8	25	0	0	33	0	0	0	0	0	0	4	11	0	15	123
05:15 PM	71	0	0	0	71	3	27	0	0	30	0	0	0	0	0	0	2	7	0	9	110
05:30 PM	46	0	3	0	49	8	30	0	0	38	0	0	0	0	0	0	4	10	0	14	101
05:45 PM	37	0	2	0	39	6	18	0	0	24	0	0	0	0	0	0	0	11	0	11	74
Total	222	0	12	0	234	25	100	0	0	125	0	0	0	0	0	0	10	39	0	49	408
06:00 PM	37	0	0	1	38	7	21	0	0	28	0	0	0	1	1	0	2	4	0	6	73
06:15 PM	26	0	1	0	27	4	20	0	0	24	0	0	0	0	0	0	1	16	0	17	68
Grand Total	636	0	37	4	677	96	400	0	0	496	0	0	0	2	2	0	67	207	0	274	1449
Apprch %	93.9	0	5.5	0.6		19.4	80.6	0	0		0	0	0	100		0	24.5	75.5	0		
Total %	43.9	0	2.6	0.3	46.7	6.6	27.6	0	0	34.2	0	0	0	0.1	0.1	0	4.6	14.3	0	18.9	
Lights	608	0	37	0	645	96	398	0	0	494	0	0	0	0	0	0	66	192	0	258	1397
% Lights	95.6	0	100	0	95.3	100	99.5	0	0	99.6	0	0	0	0	0	0	98.5	92.8	0	94.2	96.4
Buses	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	25
% Buses	2.7	0	0	0	2.5	0	0	0	0	0	0	0	0	0	0	0	0	3.9	0	2.9	1.7
Trucks	11	0	0	0	11	0	2	0	0	2	0	0	0	0	0	0	1	7	0	8	21
% Trucks	1.7	0	0	0	1.6	0	0.5	0	0	0.4	0	0	0	0	0	0	1.5	3.4	0	2.9	1.4
Pedestrians	0	0	0	4	4	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	6
% Pedestrians	0	0	0	100	0.6	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0.4

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595
Customer Loyalty through Client Satisfaction

File Name : 4_DANA_RD_&_HAMMOND_HOUSE_RD_693273_09-10-2019
Site Code :
Start Date : 9/10/2019

	HAMMOND HOUSE RD From North					DANA RD From East					HAMMOND HOUSE RD From South					DANA RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	68	0	7	0	75	8	25	0	0	33	0	0	0	0	0	0	4	11	0	15	123
05:15 PM	71	0	0	0	71	3	27	0	0	30	0	0	0	0	0	0	2	7	0	9	110
05:30 PM	46	0	3	0	49	8	30	0	0	38	0	0	0	0	0	0	4	10	0	14	101
05:45 PM	37	0	2	0	39	6	18	0	0	24	0	0	0	0	0	0	0	11	0	11	74
Total Volume	222	0	12	0	234	25	100	0	0	125	0	0	0	0	0	0	10	39	0	49	408
% App. Total	94.9	0	5.1	0		20	80	0	0		0	0	0	0		0	20.4	79.6	0		
PHF	.782	.000	.429	.000	.780	.781	.833	.000	.000	.822	.000	.000	.000	.000	.000	.000	.625	.886	.000	.817	.829
Lights	215	0	12	0	227	25	100	0	0	125	0	0	0	0	0	0	10	38	0	48	400
% Lights	96.8	0	100	0	97.0	100	100	0	0	100	0	0	0	0	0	0	100	97.4	0	98.0	98.0
Buses	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
% Buses	2.3	0	0	0	2.1	0	0	0	0	0	0	0	0	0	0	0	0	2.6	0	2.0	1.5
Trucks	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Trucks	0.9	0	0	0	0.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595
Customer Loyalty through Client Satisfaction

File Name : 3-_DANA_RD_&_WALKER_RD_693268_09-10-2019
Site Code :
Start Date : 9/10/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					DANA RD From East					WALKER RD From South					DANA RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	5	2	0	7	12	0	12	0	24	17	31	0	0	48	79
06:45 AM	0	0	0	0	0	0	9	1	0	10	22	0	31	0	53	26	40	0	0	66	129
Total	0	0	0	0	0	0	14	3	0	17	34	0	43	0	77	43	71	0	0	114	208
07:00 AM	0	0	0	0	0	0	12	1	0	13	13	0	19	0	32	21	29	0	0	50	95
07:15 AM	0	0	0	0	0	0	11	2	0	13	26	0	33	0	59	19	25	0	0	44	116
07:30 AM	0	0	0	0	0	0	23	1	0	24	21	0	33	0	54	26	37	0	0	63	141
07:45 AM	0	0	0	0	0	0	32	5	0	37	59	0	28	0	87	33	61	0	0	94	218
Total	0	0	0	0	0	0	78	9	0	87	119	0	113	0	232	99	152	0	0	251	570
08:00 AM	0	0	0	0	0	0	23	5	0	28	29	0	31	0	60	31	41	0	0	72	160
08:15 AM	0	0	0	0	0	0	12	3	0	15	27	0	41	0	68	37	44	0	0	81	164
08:30 AM	0	0	0	0	0	0	12	5	0	17	18	0	34	0	52	41	39	0	0	80	149
08:45 AM	0	0	0	0	0	0	22	4	0	26	25	0	26	0	51	30	41	0	0	71	148
Total	0	0	0	0	0	0	69	17	0	86	99	0	132	0	231	139	165	0	0	304	621
09:00 AM	0	0	0	0	0	0	15	9	0	24	26	0	19	0	45	35	50	0	0	85	154
09:15 AM	0	0	0	0	0	0	11	4	0	15	17	0	40	0	57	30	44	0	0	74	146
Grand Total	0	0	0	0	0	0	187	42	0	229	295	0	347	0	642	346	482	0	0	828	1699
Apprch %	0	0	0	0		0	81.7	18.3	0		46	0	54	0		41.8	58.2	0	0		
Total %	0	0	0	0	0	0	11	2.5	0	13.5	17.4	0	20.4	0	37.8	20.4	28.4	0	0	48.7	
Lights	0	0	0	0	0	0	170	38	0	208	292	0	336	0	628	317	461	0	0	778	1614
% Lights	0	0	0	0	0	0	90.9	90.5	0	90.8	99	0	96.8	0	97.8	91.6	95.6	0	0	94	95
Buses	0	0	0	0	0	0	9	1	0	10	2	0	1	0	3	3	12	0	0	15	28
% Buses	0	0	0	0	0	0	4.8	2.4	0	4.4	0.7	0	0.3	0	0.5	0.9	2.5	0	0	1.8	1.6
Trucks	0	0	0	0	0	0	8	3	0	11	1	0	10	0	11	26	9	0	0	35	57
% Trucks	0	0	0	0	0	0	4.3	7.1	0	4.8	0.3	0	2.9	0	1.7	7.5	1.9	0	0	4.2	3.4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595
Customer Loyalty through Client Satisfaction

File Name : 3-_DANA_RD_&_WALKER_RD_693268_09-10-2019
Site Code :
Start Date : 9/10/2019

	From North					DANA RD From East					WALKER RD From South					DANA RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	23	5	0	28	29	0	31	0	60	31	41	0	0	72	160
08:15 AM	0	0	0	0	0	0	12	3	0	15	27	0	41	0	68	37	44	0	0	81	164
08:30 AM	0	0	0	0	0	0	12	5	0	17	18	0	34	0	52	41	39	0	0	80	149
08:45 AM	0	0	0	0	0	0	22	4	0	26	25	0	26	0	51	30	41	0	0	71	148
Total Volume	0	0	0	0	0	0	69	17	0	86	99	0	132	0	231	139	165	0	0	304	621
% App. Total	0	0	0	0		0	80.2	19.8	0		42.9	0	57.1	0		45.7	54.3	0	0		
PHF	.000	.000	.000	.000	.000	.000	.750	.850	.000	.768	.853	.000	.805	.000	.849	.848	.938	.000	.000	.938	.947
Lights	0	0	0	0	0	0	63	15	0	78	99	0	127	0	226	130	155	0	0	285	589
% Lights	0	0	0	0	0	0	91.3	88.2	0	90.7	100	0	96.2	0	97.8	93.5	93.9	0	0	93.8	94.8
Buses	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
% Buses	0	0	0	0	0	0	4.3	0	0	3.5	0	0	0	0	0	0	2.4	0	0	1.3	1.1
Trucks	0	0	0	0	0	0	3	2	0	5	0	0	5	0	5	9	6	0	0	15	25
% Trucks	0	0	0	0	0	0	4.3	11.8	0	5.8	0	0	3.8	0	2.2	6.5	3.6	0	0	4.9	4.0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595
Customer Loyalty through Client Satisfaction

File Name : 3-_DANA_RD_&_WALKER_RD_693268_09-10-2019
Site Code :
Start Date : 9/10/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					DANA RD From East					WALKER RD From South					DANA RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	0	0	0	0	0	0	28	9	0	37	8	0	27	0	35	28	11	0	0	39	111
02:45 PM	0	0	0	0	0	0	24	12	0	36	8	0	39	0	47	48	19	0	0	67	150
Total	0	0	0	0	0	0	52	21	0	73	16	0	66	0	82	76	30	0	0	106	261
03:00 PM	0	0	0	0	0	0	33	20	0	53	7	0	27	0	34	49	13	0	0	62	149
03:15 PM	0	0	0	0	0	0	25	10	0	35	8	0	21	0	29	44	12	0	0	56	120
03:30 PM	0	0	0	0	0	0	53	18	0	71	4	0	28	0	32	43	13	0	0	56	159
03:45 PM	0	0	0	0	0	0	40	22	0	62	14	0	36	0	50	37	14	0	0	51	163
Total	0	0	0	0	0	0	151	70	0	221	33	0	112	0	145	173	52	0	0	225	591
04:00 PM	0	0	0	0	0	0	75	24	0	99	6	0	25	0	31	104	11	0	0	115	245
04:15 PM	0	0	0	0	0	0	52	12	0	64	4	0	25	0	29	48	17	0	0	65	158
04:30 PM	0	0	0	0	0	0	49	25	0	74	5	0	27	0	32	43	10	0	0	53	159
04:45 PM	0	0	0	0	0	0	61	21	0	82	7	0	28	1	36	35	10	0	0	45	163
Total	0	0	0	0	0	0	237	82	0	319	22	0	105	1	128	230	48	0	0	278	725
05:00 PM	0	0	0	0	0	0	70	22	0	92	3	0	28	0	31	64	9	0	0	73	196
05:15 PM	0	0	0	0	0	0	70	27	1	98	3	0	24	0	27	39	6	0	1	46	171
05:30 PM	0	0	0	0	0	0	61	14	0	75	6	0	28	0	34	35	10	0	0	45	154
05:45 PM	0	0	0	0	0	0	41	13	0	54	5	0	22	0	27	37	4	0	0	41	122
Total	0	0	0	0	0	0	242	76	1	319	17	0	102	0	119	175	29	0	1	205	643
06:00 PM	0	0	0	0	0	0	41	16	0	57	2	0	18	0	20	42	6	0	0	48	125
06:15 PM	0	0	0	0	0	0	35	12	0	47	4	0	19	0	23	33	11	0	0	44	114
Grand Total	0	0	0	0	0	0	758	277	1	1036	94	0	422	1	517	729	176	0	1	906	2459
Apprch %	0	0	0	0		0	73.2	26.7	0.1		18.2	0	81.6	0.2		80.5	19.4	0	0.1		
Total %	0	0	0	0	0	0	30.8	11.3	0	42.1	3.8	0	17.2	0	21	29.6	7.2	0	0	36.8	
Lights	0	0	0	0	0	0	727	275	0	1002	91	0	408	0	499	705	164	0	0	869	2370
% Lights	0	0	0	0	0	0	95.9	99.3	0	96.7	96.8	0	96.7	0	96.5	96.7	93.2	0	0	95.9	96.4
Buses	0	0	0	0	0	0	20	0	0	20	1	0	7	0	8	4	7	0	0	11	39
% Buses	0	0	0	0	0	0	2.6	0	0	1.9	1.1	0	1.7	0	1.5	0.5	4	0	0	1.2	1.6
Trucks	0	0	0	0	0	0	11	2	0	13	2	0	7	0	9	20	5	0	0	25	47
% Trucks	0	0	0	0	0	0	1.5	0.7	0	1.3	2.1	0	1.7	0	1.7	2.7	2.8	0	0	2.8	1.9
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	3
% Pedestrians	0	0	0	0	0	0	0	0	100	0.1	0	0	0	100	0.2	0	0	0	100	0.1	0.1

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595
Customer Loyalty through Client Satisfaction

File Name : 3-_DANA_RD_&_WALKER_RD_693268_09-10-2019
Site Code :
Start Date : 9/10/2019

	From North					DANA RD From East					WALKER RD From South					DANA RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	70	22	0	92	3	0	28	0	31	64	9	0	0	73	196
05:15 PM	0	0	0	0	0	0	70	27	1	98	3	0	24	0	27	39	6	0	1	46	171
05:30 PM	0	0	0	0	0	0	61	14	0	75	6	0	28	0	34	35	10	0	0	45	154
05:45 PM	0	0	0	0	0	0	41	13	0	54	5	0	22	0	27	37	4	0	0	41	122
Total Volume	0	0	0	0	0	0	242	76	1	319	17	0	102	0	119	175	29	0	1	205	643
% App. Total	0	0	0	0		0	75.9	23.8	0.3		14.3	0	85.7	0		85.4	14.1	0	0.5		
PHF	.000	.000	.000	.000	.000	.000	.864	.704	.250	.814	.708	.000	.911	.000	.875	.684	.725	.000	.250	.702	.820
Lights	0	0	0	0	0	0	235	76	0	311	17	0	100	0	117	173	28	0	0	201	629
% Lights	0	0	0	0	0	0	97.1	100	0	97.5	100	0	98.0	0	98.3	98.9	96.6	0	0	98.0	97.8
Buses	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	1	1	0	0	2	9
% Buses	0	0	0	0	0	0	2.1	0	0	1.6	0	0	2.0	0	1.7	0.6	3.4	0	0	1.0	1.4
Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
% Trucks	0	0	0	0	0	0	0.8	0	0	0.6	0	0	0	0	0	0.6	0	0	0	0.5	0.5
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
% Pedestrians	0	0	0	0	0	0	0	0	100	0.3	0	0	0	0	0	0	0	0	100	0.5	0.3

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 1-NYS_ROUTE_100_AT_LAKEVIEW_AVE_672000_06-19-2019
Site Code :
Start Date : 6/19/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 100 From North					LAKEVIEW AVE From East					NYS ROUTE 100 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	17	2	0	19	2	0	18	0	20	41	8	0	0	49	0	0	0	0	0	88
06:45 AM	0	37	4	0	41	1	0	20	0	21	48	21	0	0	69	0	0	0	0	0	131
Total	0	54	6	0	60	3	0	38	0	41	89	29	0	0	118	0	0	0	0	0	219
07:00 AM	0	23	2	0	25	2	0	19	0	21	44	34	0	0	78	0	0	0	0	0	124
07:15 AM	0	48	2	0	50	1	0	23	0	24	53	26	0	0	79	0	0	0	0	0	153
07:30 AM	0	67	2	0	69	2	0	28	0	30	67	29	0	0	96	0	0	0	0	0	195
07:45 AM	0	82	8	0	90	4	0	56	0	60	32	30	0	0	62	0	0	0	0	0	212
Total	0	220	14	0	234	9	0	126	0	135	196	119	0	0	315	0	0	0	0	0	684
08:00 AM	0	78	4	0	82	5	0	25	0	30	44	21	0	0	65	0	0	0	0	0	177
08:15 AM	0	63	2	0	65	3	0	27	0	30	42	41	0	0	83	0	0	0	0	0	178
08:30 AM	0	82	10	0	92	1	0	30	0	31	44	30	0	0	74	0	0	0	0	0	197
08:45 AM	0	69	11	0	80	7	0	35	0	42	52	33	0	0	85	0	0	0	0	0	207
Total	0	292	27	0	319	16	0	117	0	133	182	125	0	0	307	0	0	0	0	0	759
09:00 AM	0	52	10	0	62	2	0	22	0	24	35	35	0	0	70	0	0	0	0	0	156
09:15 AM	0	39	7	0	46	3	0	22	0	25	26	22	0	0	48	0	0	0	0	0	119
Grand Total	0	657	64	0	721	33	0	325	0	358	528	330	0	0	858	0	0	0	0	0	1937
Apprch %	0	91.1	8.9	0		9.2	0	90.8	0		61.5	38.5	0	0		0	0	0	0		
Total %	0	33.9	3.3	0	37.2	1.7	0	16.8	0	18.5	27.3	17	0	0	44.3	0	0	0	0	0	
Lights	0	570	64	0	634	31	0	284	0	315	513	275	0	0	788	0	0	0	0	0	1737
% Lights	0	86.8	100	0	87.9	93.9	0	87.4	0	88	97.2	83.3	0	0	91.8	0	0	0	0	0	89.7
Buses	0	37	0	0	37	1	0	6	0	7	5	12	0	0	17	0	0	0	0	0	61
% Buses	0	5.6	0	0	5.1	3	0	1.8	0	2	0.9	3.6	0	0	2	0	0	0	0	0	3.1
Trucks	0	50	0	0	50	1	0	35	0	36	10	43	0	0	53	0	0	0	0	0	139
% Trucks	0	7.6	0	0	6.9	3	0	10.8	0	10.1	1.9	13	0	0	6.2	0	0	0	0	0	7.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 1-NYS_ROUTE_100_AT_LAKEVIEW_AVE_672000_06-19-2019
Site Code :
Start Date : 6/19/2019

	NYS ROUTE 100 From North					LAKEVIEW AVE From East					NYS ROUTE 100 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	78	4	0	82	5	0	25	0	30	44	21	0	0	65	0	0	0	0	0	177
08:15 AM	0	63	2	0	65	3	0	27	0	30	42	**41**	0	0	83	0	0	0	0	0	178
08:30 AM	0	**82**	10	0	**92**	1	0	30	0	31	44	30	0	0	74	0	0	0	0	0	197
08:45 AM	0	69	**11**	0	80	**7**	0	**35**	0	**42**	**52**	33	0	0	**85**	0	0	0	0	0	**207**
Total Volume	0	292	27	0	319	16	0	117	0	133	182	125	0	0	307	0	0	0	0	0	759
% App. Total	0	91.5	8.5	0		12	0	88	0		59.3	40.7	0	0		0	0	0	0		
PHF	.000	.890	.614	.000	.867	.571	.000	.836	.000	.792	.875	.762	.000	.000	.903	.000	.000	.000	.000	.000	.917
Lights	0	243	27	0	270	14	0	105	0	119	177	96	0	0	273	0	0	0	0	0	662
% Lights	0	83.2	100	0	84.6	87.5	0	89.7	0	89.5	97.3	76.8	0	0	88.9	0	0	0	0	0	87.2
Buses	0	26	0	0	26	1	0	0	0	1	3	10	0	0	13	0	0	0	0	0	40
% Buses	0	8.9	0	0	8.2	6.3	0	0	0	0.8	1.6	8.0	0	0	4.2	0	0	0	0	0	5.3
Trucks	0	23	0	0	23	1	0	12	0	13	2	19	0	0	21	0	0	0	0	0	57
% Trucks	0	7.9	0	0	7.2	6.3	0	10.3	0	9.8	1.1	15.2	0	0	6.8	0	0	0	0	0	7.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 1-NYS_ROUTE_100_AT_LAKEVIEW_AVE_672000_06-19-2019
Site Code :
Start Date : 6/19/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 100 From North					LAKEVIEW AVE From East					NYS ROUTE 100 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	39	4	0	43	3	0	31	0	34	25	40	0	0	65	0	0	0	0	0	142
02:15 PM	0	37	4	0	41	3	0	34	0	37	36	42	0	0	78	0	0	0	0	0	156
02:30 PM	0	36	3	0	39	2	0	33	0	35	32	46	0	0	78	0	0	0	0	0	152
02:45 PM	0	34	3	0	37	4	0	40	0	44	41	33	0	0	74	0	0	0	0	0	155
Total	0	146	14	0	160	12	0	138	0	150	134	161	0	0	295	0	0	0	0	0	605
03:00 PM	0	43	2	0	45	5	0	49	0	54	30	41	0	0	71	0	0	0	0	0	170
03:15 PM	0	21	3	0	24	3	0	48	0	51	42	39	0	0	81	0	0	0	0	0	156
03:30 PM	0	36	7	0	43	5	0	59	0	64	36	46	0	0	82	0	0	0	0	0	189
03:45 PM	0	37	6	0	43	6	0	54	0	60	30	63	0	0	93	0	0	0	0	0	196
Total	0	137	18	0	155	19	0	210	0	229	138	189	0	0	327	0	0	0	0	0	711
04:00 PM	0	38	3	0	41	8	0	46	0	54	36	56	0	0	92	0	0	0	0	0	187
04:15 PM	0	32	4	0	36	2	0	37	0	39	52	66	0	0	118	0	0	0	0	0	193
04:30 PM	0	40	3	0	43	3	0	37	0	40	54	39	0	0	93	0	0	0	0	0	176
04:45 PM	0	23	6	0	29	9	0	35	0	44	38	52	0	0	90	0	0	0	0	0	163
Total	0	133	16	0	149	22	0	155	0	177	180	213	0	0	393	0	0	0	0	0	719
05:00 PM	0	39	16	0	55	10	0	47	0	57	43	64	0	0	107	0	0	0	0	0	219
05:15 PM	0	36	8	0	44	16	0	51	0	67	34	87	0	0	121	0	0	0	0	0	232
05:30 PM	0	30	4	0	34	24	0	68	0	92	42	113	0	0	155	0	0	0	0	0	281
05:45 PM	0	28	4	0	32	29	0	65	0	94	28	132	0	0	160	0	0	0	0	0	286
Total	0	133	32	0	165	79	0	231	0	310	147	396	0	0	543	0	0	0	0	0	1018
06:00 PM	0	27	4	0	31	5	0	40	0	45	26	56	0	0	82	0	0	0	0	0	158
06:15 PM	0	19	2	0	21	4	0	39	0	43	20	38	0	0	58	0	0	0	0	0	122
Grand Total	0	595	86	0	681	141	0	813	0	954	645	1053	0	0	1698	0	0	0	0	0	3333
Apprch %	0	87.4	12.6	0		14.8	0	85.2	0		38	62	0	0		0	0	0	0		
Total %	0	17.9	2.6	0	20.4	4.2	0	24.4	0	28.6	19.4	31.6	0	0	50.9	0	0	0	0	0	
Lights	0	526	84	0	610	138	0	797	0	935	607	960	0	0	1567	0	0	0	0	0	3112
% Lights	0	88.4	97.7	0	89.6	97.9	0	98	0	98	94.1	91.2	0	0	92.3	0	0	0	0	0	93.4
Buses	0	33	0	0	33	1	0	7	0	8	7	14	0	0	21	0	0	0	0	0	62
% Buses	0	5.5	0	0	4.8	0.7	0	0.9	0	0.8	1.1	1.3	0	0	1.2	0	0	0	0	0	1.9
Trucks	0	36	2	0	38	2	0	9	0	11	31	79	0	0	110	0	0	0	0	0	159
% Trucks	0	6.1	2.3	0	5.6	1.4	0	1.1	0	1.2	4.8	7.5	0	0	6.5	0	0	0	0	0	4.8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 1-NYS_ROUTE_100_AT_LAKEVIEW_AVE_672000_06-19-2019
Site Code :
Start Date : 6/19/2019

	NYS ROUTE 100 From North					LAKEVIEW AVE From East					NYS ROUTE 100 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	38	3	0	41	8	0	**46**	0	**54**	36	56	0	0	92	0	0	0	0	0	187
04:15 PM	0	32	4	0	36	2	0	37	0	39	52	**66**	0	0	**118**	0	0	0	0	0	**193**
04:30 PM	0	**40**	3	0	**43**	3	0	37	0	40	**54**	39	0	0	93	0	0	0	0	0	176
04:45 PM	0	23	**6**	0	29	**9**	0	35	0	44	38	52	0	0	90	0	0	0	0	0	163
Total Volume	0	133	16	0	149	22	0	155	0	177	180	213	0	0	393	0	0	0	0	0	719
% App. Total	0	89.3	10.7	0		12.4	0	87.6	0		45.8	54.2	0	0		0	0	0	0		
PHF	.000	.831	.667	.000	.866	.611	.000	.842	.000	.819	.833	.807	.000	.000	.833	.000	.000	.000	.000	.000	.931
Lights	0	124	16	0	140	21	0	153	0	174	172	194	0	0	366	0	0	0	0	0	680
% Lights	0	93.2	100	0	94.0	95.5	0	98.7	0	98.3	95.6	91.1	0	0	93.1	0	0	0	0	0	94.6
Buses	0	3	0	0	3	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	6
% Buses	0	2.3	0	0	2.0	0	0	0.6	0	0.6	1.1	0	0	0	0.5	0	0	0	0	0	0.8
Trucks	0	6	0	0	6	1	0	1	0	2	6	19	0	0	25	0	0	0	0	0	33
% Trucks	0	4.5	0	0	4.0	4.5	0	0.6	0	1.1	3.3	8.9	0	0	6.4	0	0	0	0	0	4.6
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 1.NYS_ROUTE_100A_NYS_ROUTE_100C_&_BRADHURST_AVENUE(NYS_ROUTE_100)_WED_650159_05-01-2019
Site Code :
Start Date : 5/1/2019

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BRADHURST AV From North					GRASSLANDS RD From East					KNOLLWOOD RD From South					GRASSLANDS RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	14	15	9	5	43	2	49	7	0	58	5	32	47	0	84	33	31	28	0	92	277
06:45 AM	15	18	8	2	43	6	61	3	0	70	13	33	41	0	87	40	64	66	0	170	370
Total	29	33	17	7	86	8	110	10	0	128	18	65	88	0	171	73	95	94	0	262	647
07:00 AM	28	23	16	1	68	8	53	7	0	68	11	30	36	0	77	57	62	34	0	153	366
07:15 AM	30	39	20	1	90	10	47	6	3	66	7	43	32	0	82	48	89	35	0	172	410
07:30 AM	33	41	36	0	110	9	84	13	2	108	11	52	49	0	112	60	126	45	0	231	561
07:45 AM	13	49	42	0	104	9	99	16	1	125	15	38	52	0	105	61	180	43	0	284	618
Total	104	152	114	2	372	36	283	42	6	367	44	163	169	0	376	226	457	157	0	840	1955
08:00 AM	27	55	42	0	124	13	83	8	0	104	18	49	50	0	117	74	163	52	0	289	634
08:15 AM	29	51	39	0	119	17	101	8	0	126	15	28	48	0	91	57	115	42	0	214	550
08:30 AM	31	30	41	1	103	13	97	9	0	119	10	36	61	0	107	76	138	56	0	270	599
08:45 AM	32	36	43	1	112	11	105	7	0	123	16	31	42	0	89	84	151	34	0	269	593
Total	119	172	165	2	458	54	386	32	0	472	59	144	201	0	404	291	567	184	0	1042	2376
09:00 AM	32	40	38	1	111	16	105	7	0	128	16	28	47	0	91	66	181	46	0	293	623
09:15 AM	20	30	33	2	85	9	84	11	4	108	18	24	31	0	73	38	95	26	0	159	425
Grand Total	304	427	367	14	1112	123	968	102	10	1203	155	424	536	0	1115	694	1395	507	0	2596	6026
Apprch %	27.3	38.4	33	1.3		10.2	80.5	8.5	0.8		13.9	38	48.1	0		26.7	53.7	19.5	0		
Total %	5	7.1	6.1	0.2	18.5	2	16.1	1.7	0.2	20	2.6	7	8.9	0	18.5	11.5	23.1	8.4	0	43.1	
Lights	243	339	336	0	918	107	893	84	0	1084	135	367	499	0	1001	603	1334	469	0	2406	5409
% Lights	79.9	79.4	91.6	0	82.6	87	92.3	82.4	0	90.1	87.1	86.6	93.1	0	89.8	86.9	95.6	92.5	0	92.7	89.8
Buses	41	16	18	0	75	6	58	7	0	71	5	13	12	0	30	25	36	26	0	87	263
% Buses	13.5	3.7	4.9	0	6.7	4.9	6	6.9	0	5.9	3.2	3.1	2.2	0	2.7	3.6	2.6	5.1	0	3.4	4.4
Trucks	20	72	13	0	105	10	17	11	0	38	15	44	25	0	84	66	25	12	0	103	330
% Trucks	6.6	16.9	3.5	0	9.4	8.1	1.8	10.8	0	3.2	9.7	10.4	4.7	0	7.5	9.5	1.8	2.4	0	4	5.5
Pedestrians	0	0	0	14	14	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	24
% Pedestrians	0	0	0	100	1.3	0	0	0	100	0.8	0	0	0	0	0	0	0	0	0	0	0.4

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 1.NYS_ROUTE_100A_NYS_ROUTE_100C_&_BRADHURST_AVENUE(NYS_ROUTE_100)_WED_650159_05-01-2019
Site Code :
Start Date : 5/1/2019

	BRADHURST AV From North					GRASSLANDS RD From East					KNOLLWOOD RD From South					GRASSLANDS RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	27	**55**	42	0	**124**	13	83	8	0	104	**18**	**49**	50	0	**117**	74	**163**	52	0	**289**	**634**
08:15 AM	29	51	39	0	119	**17**	101	8	0	**126**	15	28	48	0	91	57	115	42	0	214	550
08:30 AM	31	30	41	**1**	103	13	97	**9**	0	119	10	36	**61**	0	107	76	138	**56**	0	270	599
08:45 AM	**32**	36	**43**	1	112	11	**105**	7	0	123	16	31	42	0	89	**84**	151	34	0	269	593
Total Volume	119	172	165	2	458	54	386	32	0	472	59	144	201	0	404	291	567	184	0	1042	2376
% App. Total	26	37.6	36	0.4		11.4	81.8	6.8	0		14.6	35.6	49.8	0		27.9	54.4	17.7	0		
PHF	.930	.782	.959	.500	.923	.794	.919	.889	.000	.937	.819	.735	.824	.000	.863	.866	.870	.821	.000	.901	.937
Lights	89	135	150	0	374	47	342	27	0	416	50	121	185	0	356	233	536	157	0	926	2072
% Lights	74.8	78.5	90.9	0	81.7	87.0	88.6	84.4	0	88.1	84.7	84.0	92.0	0	88.1	80.1	94.5	85.3	0	88.9	87.2
Buses	25	4	10	0	39	4	38	3	0	45	2	11	5	0	18	13	23	21	0	57	159
% Buses	21.0	2.3	6.1	0	8.5	7.4	9.8	9.4	0	9.5	3.4	7.6	2.5	0	4.5	4.5	4.1	11.4	0	5.5	6.7
Trucks	5	33	5	0	43	3	6	2	0	11	7	12	11	0	30	45	8	6	0	59	143
% Trucks	4.2	19.2	3.0	0	9.4	5.6	1.6	6.3	0	2.3	11.9	8.3	5.5	0	7.4	15.5	1.4	3.3	0	5.7	6.0
Pedestrians	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Pedestrians	0	0	0	100	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 1.NYS_ROUTE_100A_NYS_ROUTE_100C_&_BRADHURST_AVENUE(NYS_ROUTE_100)_WED_650159_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BRADHURST AV From North					GRASSLANDS RD From East					KNOLLWOOD RD From South					GRASSLANDS RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	28	28	12	0	68	12	131	10	1	154	13	45	52	0	110	39	90	27	0	156	488
02:15 PM	32	24	14	0	70	14	106	12	0	132	9	38	56	0	103	49	67	36	0	152	457
02:30 PM	35	35	13	2	85	10	122	13	2	147	9	33	59	0	101	48	63	33	0	144	477
02:45 PM	34	27	12	0	73	10	109	10	5	134	10	40	42	0	92	41	91	34	0	166	465
Total	129	114	51	2	296	46	468	45	8	567	41	156	209	0	406	177	311	130	0	618	1887
03:00 PM	64	41	14	2	121	13	107	7	3	130	12	26	51	0	89	54	79	34	0	167	507
03:15 PM	47	39	12	0	98	10	135	12	0	157	11	39	54	0	104	52	99	29	0	180	539
03:30 PM	62	40	20	0	122	13	133	9	0	155	5	34	60	0	99	57	93	23	0	173	549
03:45 PM	67	39	10	1	117	10	109	6	2	127	16	38	63	0	117	65	69	33	0	167	528
Total	240	159	56	3	458	46	484	34	5	569	44	137	228	0	409	228	340	119	0	687	2123
04:00 PM	50	35	12	0	97	7	113	7	0	127	6	41	52	0	99	44	101	35	0	180	503
04:15 PM	60	36	12	0	108	13	130	13	0	156	11	44	52	0	107	49	78	34	0	161	532
04:30 PM	53	27	12	0	92	7	112	10	0	129	10	35	48	0	93	49	110	15	0	174	488
04:45 PM	41	25	15	0	81	6	123	5	0	134	7	42	62	1	112	60	96	36	0	192	519
Total	204	123	51	0	378	33	478	35	0	546	34	162	214	1	411	202	385	120	0	707	2042
05:00 PM	51	47	17	0	115	5	141	14	0	160	11	34	38	0	83	62	124	31	0	217	575
05:15 PM	49	47	13	2	111	8	112	6	1	127	14	46	55	0	115	69	134	32	0	235	588
05:30 PM	55	29	21	0	105	7	104	13	0	124	13	33	56	0	102	54	151	30	0	235	566
05:45 PM	31	24	16	1	72	9	115	20	1	145	12	26	41	1	80	48	177	26	0	251	548
Total	186	147	67	3	403	29	472	53	2	556	50	139	190	1	380	233	586	119	0	938	2277
06:00 PM	40	23	13	1	77	4	127	7	0	138	11	31	42	0	84	40	104	20	0	164	463
06:15 PM	30	25	10	1	66	11	115	8	1	135	8	25	37	0	70	48	80	30	0	158	429
Grand Total	829	591	248	10	1678	169	2144	182	16	2511	188	650	920	2	1760	928	1806	538	0	3272	9221
Apprch %	49.4	35.2	14.8	0.6		6.7	85.4	7.2	0.6		10.7	36.9	52.3	0.1		28.4	55.2	16.4	0		
Total %	9	6.4	2.7	0.1	18.2	1.8	23.3	2	0.2	27.2	2	7	10	0	19.1	10.1	19.6	5.8	0	35.5	
Lights	768	543	234	0	1545	148	2057	169	0	2374	179	545	848	0	1572	889	1743	494	0	3126	8617
% Lights	92.6	91.9	94.4	0	92.1	87.6	95.9	92.9	0	94.5	95.2	83.8	92.2	0	89.3	95.8	96.5	91.8	0	95.5	93.4
Buses	48	13	10	0	71	9	40	9	0	58	6	19	20	0	45	20	47	28	0	95	269
% Buses	5.8	2.2	4	0	4.2	5.3	1.9	4.9	0	2.3	3.2	2.9	2.2	0	2.6	2.2	2.6	5.2	0	2.9	2.9
Trucks	13	35	4	0	52	12	47	4	0	63	3	86	52	0	141	19	16	16	0	51	307
% Trucks	1.6	5.9	1.6	0	3.1	7.1	2.2	2.2	0	2.5	1.6	13.2	5.7	0	8	2	0.9	3	0	1.6	3.3
Pedestrians	0	0	0	10	10	0	0	0	16	16	0	0	0	2	2	0	0	0	0	0	28
% Pedestrians	0	0	0	100	0.6	0	0	0	100	0.6	0	0	0	100	0.1	0	0	0	0	0	0.3

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 1.NYS_ROUTE_100A_NYS_ROUTE_100C_&_BRADHURST_AVENUE(NYS_ROUTE_100)_WED_650159_05-01-2019
Site Code :
Start Date : 5/1/2019

	BRADHURST AV From North					GRASSLANDS RD From East					KNOLLWOOD RD From South					GRASSLANDS RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	51	**47**	17	0	**115**	5	**141**	14	0	**160**	11	34	38	0	83	62	124	31	0	217	575
05:15 PM	49	47	13	**2**	111	8	112	6	**1**	127	**14**	**46**	55	0	**115**	**69**	134	**32**	0	235	**588**
05:30 PM	**55**	29	**21**	0	105	7	104	13	0	124	13	33	**56**	0	102	54	151	30	0	235	566
05:45 PM	31	24	16	1	72	**9**	115	**20**	1	145	12	26	41	**1**	80	48	**177**	26	0	**251**	548
Total Volume	186	147	67	3	403	29	472	53	2	556	50	139	190	1	380	233	586	119	0	938	2277
% App. Total	46.2	36.5	16.6	0.7		5.2	84.9	9.5	0.4		13.2	36.6	50	0.3		24.8	62.5	12.7	0		
PHF	.845	.782	.798	.375	.876	.806	.837	.663	.500	.869	.893	.755	.848	.250	.826	.844	.828	.930	.000	.934	.968
Lights	181	141	66	0	388	27	450	53	0	530	50	127	181	0	358	231	581	115	0	927	2203
% Lights	97.3	95.9	98.5	0	96.3	93.1	95.3	100	0	95.3	100	91.4	95.3	0	94.2	99.1	99.1	96.6	0	98.8	96.8
Buses	2	0	1	0	3	0	10	0	0	10	0	0	2	0	2	0	4	0	0	4	19
% Buses	1.1	0	1.5	0	0.7	0	2.1	0	0	1.8	0	0	1.1	0	0.5	0	0.7	0	0	0.4	0.8
Trucks	3	6	0	0	9	2	12	0	0	14	0	12	7	0	19	2	1	4	0	7	49
% Trucks	1.6	4.1	0	0	2.2	6.9	2.5	0	0	2.5	0	8.6	3.7	0	5.0	0.9	0.2	3.4	0	0.7	2.2
Pedestrians	0	0	0	3	3	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	6
% Pedestrians	0	0	0	100	0.7	0	0	0	100	0.4	0	0	0	100	0.3	0	0	0	0	0	0.3

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 15.NYS_ROUTE_100C_(GRASSLANDS_ROAD)_&_SPRAIN_BROOK_PKWY_NB_ON_OFF_RAMPS_WED_650197_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	RAMP From North					GRASSLANDS RD From East					RAMP From South					GRASSLANDS RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	9	92	0	0	101	65	0	170	0	235	0	35	2	0	37	373
06:45 AM	0	0	0	0	0	13	103	0	0	116	106	0	192	0	298	0	68	3	0	71	485
Total	0	0	0	0	0	22	195	0	0	217	171	0	362	0	533	0	103	5	0	108	858
07:00 AM	0	0	0	0	0	10	109	0	0	119	60	0	120	0	180	0	90	2	0	92	391
07:15 AM	0	0	0	0	0	13	100	0	0	113	86	0	142	1	229	0	90	11	0	101	443
07:30 AM	0	0	0	0	0	26	129	0	0	155	111	0	151	0	262	0	148	3	0	151	568
07:45 AM	0	0	0	0	0	25	133	0	0	158	117	0	171	0	288	0	159	9	0	168	614
Total	0	0	0	0	0	74	471	0	0	545	374	0	584	1	959	0	487	25	0	512	2016
08:00 AM	0	0	0	0	0	26	143	0	0	169	107	0	168	0	275	0	198	4	0	202	646
08:15 AM	0	0	0	0	0	15	157	0	0	172	101	0	179	0	280	0	145	3	0	148	600
08:30 AM	0	0	0	2	2	31	154	0	0	185	120	0	181	0	301	0	142	7	0	149	637
08:45 AM	0	0	0	0	0	23	160	0	0	183	109	0	161	0	270	0	175	9	0	184	637
Total	0	0	0	2	2	95	614	0	0	709	437	0	689	0	1126	0	660	23	0	683	2520
09:00 AM	0	0	0	0	0	32	166	0	0	198	114	0	143	0	257	0	171	4	0	175	630
09:15 AM	0	0	0	0	0	29	100	0	0	129	59	1	112	0	172	0	114	9	0	123	424
Grand Total	0	0	0	2	2	252	1546	0	0	1798	1155	1	1890	1	3047	0	1535	66	0	1601	6448
Apprch %	0	0	0	100		14	86	0	0		37.9	0	62	0		0	95.9	4.1	0		
Total %	0	0	0	0	0	3.9	24	0	0	27.9	17.9	0	29.3	0	47.3	0	23.8	1	0	24.8	
Lights	0	0	0	0	0	231	1394	0	0	1625	1111	1	1871	0	2983	0	1389	62	0	1451	6059
% Lights	0	0	0	0	0	91.7	90.2	0	0	90.4	96.2	100	99	0	97.9	0	90.5	93.9	0	90.6	94
Buses	0	0	0	0	0	19	93	0	0	112	44	0	19	0	63	0	42	4	0	46	221
% Buses	0	0	0	0	0	7.5	6	0	0	6.2	3.8	0	1	0	2.1	0	2.7	6.1	0	2.9	3.4
Trucks	0	0	0	0	0	2	59	0	0	61	0	0	0	0	0	0	104	0	0	104	165
% Trucks	0	0	0	0	0	0.8	3.8	0	0	3.4	0	0	0	0	0	0	6.8	0	0	6.5	2.6
Pedestrians	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
% Pedestrians	0	0	0	100	100	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 15.NYS_ROUTE_100C_(GRASSLANDS_ROAD)_&_SPRAIN_BROOK_PKWY_NB_ON_OFF_RAMPS_WED_650197_05-01-2019
Site Code :
Start Date : 5/1/2019

	RAMP From North					GRASSLANDS RD From East					RAMP From South					GRASSLANDS RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	26	143	0	0	169	107	0	168	0	275	0	**198**	4	0	**202**	**646**
08:15 AM	0	0	0	0	0	15	157	0	0	172	101	0	179	0	280	0	145	3	0	148	600
08:30 AM	0	0	0	**2**	**2**	**31**	154	0	0	**185**	**120**	0	**181**	0	**301**	0	142	7	0	149	637
08:45 AM	0	0	0	0	0	23	**160**	0	0	183	109	0	161	0	270	0	175	**9**	0	184	637
Total Volume	0	0	0	2	2	95	614	0	0	709	437	0	689	0	1126	0	660	23	0	683	2520
% App. Total	0	0	0	100		13.4	86.6	0	0		38.8	0	61.2	0		0	96.6	3.4	0		
PHF	.000	.000	.000	.250	.250	.766	.959	.000	.000	.958	.910	.000	.952	.000	.935	.000	.833	.639	.000	.845	.975
Lights	0	0	0	0	0	85	536	0	0	621	407	0	681	0	1088	0	578	21	0	599	2308
% Lights	0	0	0	0	0	89.5	87.3	0	0	87.6	93.1	0	98.8	0	96.6	0	87.6	91.3	0	87.7	91.6
Buses	0	0	0	0	0	9	58	0	0	67	30	0	8	0	38	0	24	2	0	26	131
% Buses	0	0	0	0	0	9.5	9.4	0	0	9.4	6.9	0	1.2	0	3.4	0	3.6	8.7	0	3.8	5.2
Trucks	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	0	58	0	0	58	79
% Trucks	0	0	0	0	0	1.1	3.3	0	0	3.0	0	0	0	0	0	0	8.8	0	0	8.5	3.1
Pedestrians	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Pedestrians	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 15.NYS_ROUTE_100C_(GRASSLANDS_ROAD)_&_SPRAIN_BROOK_PKWY_NB_ON_OFF_RAMPS_WED_650197_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	RAMP From North					GRASSLANDS RD From East					RAMP From South					GRASSLANDS RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	0	1	1	47	160	0	0	207	61	0	79	0	140	0	100	9	0	109	457
02:15 PM	0	0	0	1	1	53	146	0	0	199	69	0	97	0	166	0	81	9	0	90	456
02:30 PM	0	0	0	0	0	49	158	0	0	207	59	0	88	0	147	0	88	11	0	99	453
02:45 PM	0	0	0	0	0	38	140	0	0	178	67	1	85	0	153	0	106	17	0	123	454
Total	0	0	0	2	2	187	604	0	0	791	256	1	349	0	606	0	375	46	0	421	1820
03:00 PM	0	0	0	0	0	57	157	0	0	214	71	0	63	0	134	0	101	21	0	122	470
03:15 PM	0	0	0	0	0	81	165	0	0	246	52	0	56	0	108	0	127	25	0	152	506
03:30 PM	0	0	0	0	0	71	184	0	0	255	56	0	56	0	112	0	113	20	0	133	500
03:45 PM	0	0	0	0	0	57	177	0	0	234	55	1	74	0	130	0	99	14	0	113	477
Total	0	0	0	0	0	266	683	0	0	949	234	1	249	0	484	0	440	80	0	520	1953
04:00 PM	0	0	0	0	0	55	169	0	0	224	58	0	62	3	123	0	113	24	0	137	484
04:15 PM	0	0	0	0	0	53	186	0	0	239	43	1	64	0	108	0	103	20	0	123	470
04:30 PM	0	0	0	0	0	51	171	0	0	222	53	0	57	0	110	0	125	27	0	152	484
04:45 PM	0	0	0	0	0	47	181	0	0	228	68	1	52	0	121	0	119	19	0	138	487
Total	0	0	0	0	0	206	707	0	0	913	222	2	235	3	462	0	460	90	0	550	1925
05:00 PM	0	0	0	0	0	52	172	0	0	224	64	1	53	0	118	0	154	40	0	194	536
05:15 PM	0	0	0	1	1	45	178	0	0	223	81	0	53	0	134	0	153	17	0	170	528
05:30 PM	0	0	0	0	0	30	168	0	0	198	79	0	59	0	138	0	146	16	0	162	498
05:45 PM	0	0	0	0	0	28	159	0	0	187	90	1	68	0	159	0	153	11	0	164	510
Total	0	0	0	1	1	155	677	0	0	832	314	2	233	0	549	0	606	84	0	690	2072
06:00 PM	0	0	0	0	0	40	168	0	0	208	58	0	53	0	111	0	95	13	0	108	427
06:15 PM	0	0	0	0	0	35	153	0	0	188	56	0	55	0	111	0	91	14	0	105	404
Grand Total	0	0	0	3	3	889	2992	0	0	3881	1140	6	1174	3	2323	0	2067	327	0	2394	8601
Apprch %	0	0	0	100		22.9	77.1	0	0		49.1	0.3	50.5	0.1		0	86.3	13.7	0		
Total %	0	0	0	0	0	10.3	34.8	0	0	45.1	13.3	0.1	13.6	0	27	0	24	3.8	0	27.8	
Lights	0	0	0	0	0	872	2820	0	0	3692	1090	6	1142	0	2238	0	1970	325	0	2295	8225
% Lights	0	0	0	0	0	98.1	94.3	0	0	95.1	95.6	100	97.3	0	96.3	0	95.3	99.4	0	95.9	95.6
Buses	0	0	0	0	0	17	88	0	0	105	46	0	28	0	74	0	44	1	0	45	224
% Buses	0	0	0	0	0	1.9	2.9	0	0	2.7	4	0	2.4	0	3.2	0	2.1	0.3	0	1.9	2.6
Trucks	0	0	0	0	0	0	84	0	0	84	4	0	4	0	8	0	53	1	0	54	146
% Trucks	0	0	0	0	0	0	2.8	0	0	2.2	0.4	0	0.3	0	0.3	0	2.6	0.3	0	2.3	1.7
Pedestrians	0	0	0	3	3	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
% Pedestrians	0	0	0	100	100	0	0	0	0	0	0	0	0	100	0.1	0	0	0	0	0	0.1

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 15.NYS_ROUTE_100C_(GRASSLANDS_ROAD)_&_SPRAIN_BROOK_PKWY_NB_ON_OFF_RAMPS_WED_650197_05-01-2019
Site Code :
Start Date : 5/1/2019

	RAMP From North					GRASSLANDS RD From East					RAMP From South					GRASSLANDS RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	**52**	172	0	0	**224**	64	**1**	53	0	118	0	**154**	**40**	0	**194**	**536**
05:15 PM	0	0	0	**1**	**1**	45	**178**	0	0	223	81	0	53	0	134	0	153	17	0	170	528
05:30 PM	0	0	0	0	0	30	168	0	0	198	79	0	59	0	138	0	146	16	0	162	498
05:45 PM	0	0	0	0	0	28	159	0	0	187	**90**	1	**68**	0	**159**	0	153	11	0	164	510
Total Volume	0	0	0	1	1	155	677	0	0	832	314	2	233	0	549	0	606	84	0	690	2072
% App. Total	0	0	0	100		18.6	81.4	0	0		57.2	0.4	42.4	0		0	87.8	12.2	0		
PHF	.000	.000	.000	.250	.250	.745	.951	.000	.000	.929	.872	.500	.857	.000	.863	.000	.984	.525	.000	.889	.966
Lights	0	0	0	0	0	154	650	0	0	804	313	2	226	0	541	0	597	84	0	681	2026
% Lights	0	0	0	0	0	99.4	96.0	0	0	96.6	99.7	100	97.0	0	98.5	0	98.5	100	0	98.7	97.8
Buses	0	0	0	0	0	1	12	0	0	13	0	0	5	0	5	0	4	0	0	4	22
% Buses	0	0	0	0	0	0.6	1.8	0	0	1.6	0	0	2.1	0	0.9	0	0.7	0	0	0.6	1.1
Trucks	0	0	0	0	0	0	15	0	0	15	1	0	2	0	3	0	5	0	0	5	23
% Trucks	0	0	0	0	0	0	2.2	0	0	1.8	0.3	0	0.9	0	0.5	0	0.8	0	0	0.7	1.1
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 16.NYS_ROUTE_100C_(GRASSLANDS_ROAD)_&_SPRAIN_BROOK_PKWY_SB_ON_OOF_RAMPS_WED_650189_05-01-2019
Site Code :
Start Date : 5/1/2019

Groups Printed- Lights - Buses - Trucks - Pedestrians

	RAMP From North					GRASSLANDS RD From East					From South					GRASSLANDS RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	51	0	8	0	59	23	239	0	0	262	0	0	0	0	0	0	63	0	0	63	384
06:45 AM	42	0	25	0	67	28	259	0	0	287	0	0	0	0	0	0	79	0	0	79	433
Total	93	0	33	0	126	51	498	0	0	549	0	0	0	0	0	0	142	0	0	142	817
07:00 AM	33	0	21	0	54	37	183	0	0	220	0	0	0	0	0	0	130	0	0	130	404
07:15 AM	35	0	31	0	66	39	186	0	0	225	0	0	0	0	0	0	142	0	0	142	433
07:30 AM	38	0	69	0	107	37	233	0	0	270	0	0	0	0	0	0	174	0	0	174	551
07:45 AM	28	0	66	0	94	23	276	0	0	299	0	0	0	0	0	0	164	0	0	164	557
Total	134	0	187	0	321	136	878	0	0	1014	0	0	0	0	0	0	610	0	0	610	1945
08:00 AM	51	0	70	0	121	46	261	0	0	307	0	0	0	0	0	0	211	0	0	211	639
08:15 AM	43	0	39	0	82	41	290	0	0	331	0	0	0	0	0	0	183	0	0	183	596
08:30 AM	52	0	46	2	100	55	276	0	0	331	0	0	0	0	0	0	180	0	0	180	611
08:45 AM	35	0	78	0	113	41	274	0	0	315	0	0	0	0	0	0	159	0	0	159	587
Total	181	0	233	2	416	183	1101	0	0	1284	0	0	0	0	0	0	733	0	0	733	2433
09:00 AM	60	0	56	0	116	50	257	0	0	307	0	0	0	0	0	0	175	0	0	175	598
09:15 AM	30	0	38	0	68	41	180	0	0	221	0	0	0	0	0	0	147	0	0	147	436
Grand Total	498	0	547	2	1047	461	2914	0	0	3375	0	0	0	0	0	0	1807	0	0	1807	6229
Apprch %	47.6	0	52.2	0.2		13.7	86.3	0	0		0	0	0	0		0	100	0	0		
Total %	8	0	8.8	0	16.8	7.4	46.8	0	0	54.2	0	0	0	0	0	0	29	0	0	29	
Lights	494	0	537	0	1031	408	2800	0	0	3208	0	0	0	0	0	0	1647	0	0	1647	5886
% Lights	99.2	0	98.2	0	98.5	88.5	96.1	0	0	95.1	0	0	0	0	0	0	91.1	0	0	91.1	94.5
Buses	3	0	10	0	13	51	60	0	0	111	0	0	0	0	0	0	61	0	0	61	185
% Buses	0.6	0	1.8	0	1.2	11.1	2.1	0	0	3.3	0	0	0	0	0	0	3.4	0	0	3.4	3
Trucks	1	0	0	0	1	2	54	0	0	56	0	0	0	0	0	0	99	0	0	99	156
% Trucks	0.2	0	0	0	0.1	0.4	1.9	0	0	1.7	0	0	0	0	0	0	5.5	0	0	5.5	2.5
Pedestrians	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Pedestrians	0	0	0	100	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 16.NYS_ROUTE_100C_(GRASSLANDS_ROAD)_&_SPRAIN_BROOK_PKWY_SB_ON_OOF_RAMPS_WED_650189_05-01-2019
Site Code :
Start Date : 5/1/2019

	RAMP From North					GRASSLANDS RD From East					From South					GRASSLANDS RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	51	0	70	0	**121**	46	261	0	0	307	0	0	0	0	0	0	**211**	0	0	**211**	**639**
08:15 AM	43	0	39	0	82	41	**290**	0	0	**331**	0	0	0	0	0	0	183	0	0	183	596
08:30 AM	**52**	0	46	**2**	100	**55**	276	0	0	331	0	0	0	0	0	0	180	0	0	180	611
08:45 AM	35	0	**78**	0	113	41	274	0	0	315	0	0	0	0	0	0	159	0	0	159	587
Total Volume	181	0	233	2	416	183	1101	0	0	1284	0	0	0	0	0	0	733	0	0	733	2433
% App. Total	43.5	0	56	0.5		14.3	85.7	0	0		0	0	0	0		0	100	0	0		
PHF	.870	.000	.747	.250	.860	.832	.949	.000	.000	.970	.000	.000	.000	.000	.000	.000	.868	.000	.000	.868	.952
Lights	179	0	229	0	408	146	1052	0	0	1198	0	0	0	0	0	0	648	0	0	648	2254
% Lights	98.9	0	98.3	0	98.1	79.8	95.5	0	0	93.3	0	0	0	0	0	0	88.4	0	0	88.4	92.6
Buses	2	0	4	0	6	35	32	0	0	67	0	0	0	0	0	0	27	0	0	27	100
% Buses	1.1	0	1.7	0	1.4	19.1	2.9	0	0	5.2	0	0	0	0	0	0	3.7	0	0	3.7	4.1
Trucks	0	0	0	0	0	2	17	0	0	19	0	0	0	0	0	0	58	0	0	58	77
% Trucks	0	0	0	0	0	1.1	1.5	0	0	1.5	0	0	0	0	0	0	7.9	0	0	7.9	3.2
Pedestrians	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Pedestrians	0	0	0	100	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 16.NYS_ROUTE_100C_(GRASSLANDS_ROAD)_&_SPRAIN_BROOK_PKWY_SB_ON_OOF_RAMPS_WED_650189_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	RAMP From North					GRASSLANDS RD From East					From South					GRASSLANDS RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	22	0	23	1	46	66	175	0	0	241	0	0	0	0	0	0	183	0	0	183	470
02:15 PM	28	0	20	2	50	70	174	0	0	244	0	0	0	0	0	0	181	0	0	181	475
02:30 PM	32	0	18	0	50	59	194	0	0	253	0	0	0	0	0	0	206	0	0	206	509
02:45 PM	24	0	19	0	43	62	175	0	0	237	0	0	0	0	0	0	206	0	0	206	486
Total	106	0	80	3	189	257	718	0	0	975	0	0	0	0	0	0	776	0	0	776	1940
03:00 PM	12	0	23	0	35	88	130	0	0	218	0	0	0	0	0	0	280	0	0	280	533
03:15 PM	21	0	35	0	56	83	146	0	0	229	0	0	0	0	0	0	282	0	0	282	567
03:30 PM	14	0	26	0	40	82	155	0	0	237	0	0	0	0	0	0	320	0	0	320	597
03:45 PM	8	0	30	0	38	87	164	0	0	251	0	0	0	0	0	0	241	0	0	241	530
Total	55	0	114	0	169	340	595	0	0	935	0	0	0	0	0	0	1123	0	0	1123	2227
04:00 PM	16	0	15	0	31	86	155	0	0	241	0	0	0	0	0	0	326	0	0	326	598
04:15 PM	16	0	17	0	33	98	157	0	0	255	0	0	0	0	0	0	279	0	0	279	567
04:30 PM	11	0	23	0	34	72	155	0	0	227	0	0	0	0	0	0	322	0	0	322	583
04:45 PM	15	0	30	0	45	77	161	0	0	238	0	0	0	0	0	0	290	0	0	290	573
Total	58	0	85	0	143	333	628	0	0	961	0	0	0	0	0	0	1217	0	0	1217	2321
05:00 PM	13	0	30	0	43	103	133	0	0	236	0	0	0	0	0	0	488	0	0	488	767
05:15 PM	22	0	38	0	60	68	171	0	0	239	0	0	0	0	0	0	382	0	0	382	681
05:30 PM	18	0	54	0	72	72	175	0	1	248	0	0	0	0	0	0	309	0	0	309	629
05:45 PM	16	0	48	0	64	75	163	0	0	238	0	0	0	0	0	0	277	0	0	277	579
Total	69	0	170	0	239	318	642	0	1	961	0	0	0	0	0	0	1456	0	0	1456	2656
06:00 PM	13	0	23	0	36	68	156	0	0	224	0	0	0	0	0	0	252	0	1	253	513
06:15 PM	15	0	17	1	33	61	142	0	0	203	0	0	0	0	0	0	208	0	0	208	444
Grand Total	316	0	489	4	809	1377	2881	0	1	4259	0	0	0	0	0	0	5032	0	1	5033	10101
Apprch %	39.1	0	60.4	0.5		32.3	67.6	0	0		0	0	0	0		0	100	0	0		
Total %	3.1	0	4.8	0	8	13.6	28.5	0	0	42.2	0	0	0	0	0	0	49.8	0	0	49.8	
Lights	313	0	481	0	794	1338	2711	0	0	4049	0	0	0	0	0	0	4901	0	0	4901	9744
% Lights	99.1	0	98.4	0	98.1	97.2	94.1	0	0	95.1	0	0	0	0	0	0	97.4	0	0	97.4	96.5
Buses	3	0	8	0	11	37	81	0	0	118	0	0	0	0	0	0	75	0	0	75	204
% Buses	0.9	0	1.6	0	1.4	2.7	2.8	0	0	2.8	0	0	0	0	0	0	1.5	0	0	1.5	2
Trucks	0	0	0	0	0	2	89	0	0	91	0	0	0	0	0	0	56	0	0	56	147
% Trucks	0	0	0	0	0	0.1	3.1	0	0	2.1	0	0	0	0	0	0	1.1	0	0	1.1	1.5
Pedestrians	0	0	0	4	4	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	6
% Pedestrians	0	0	0	100	0.5	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0.1

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 16.NYS_ROUTE_100C_(GRASSLANDS_ROAD)_&_SPRAIN_BROOK_PKWY_SB_ON_OOF_RAMPS_WED_650189_05-01-2019
Site Code :
Start Date : 5/1/2019

	RAMP From North					GRASSLANDS RD From East					From South					GRASSLANDS RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	13	0	30	0	43	**103**	133	0	0	236	0	0	0	0	0	0	**488**	0	0	**488**	**767**
05:15 PM	**22**	0	38	0	60	68	171	0	0	239	0	0	0	0	0	0	382	0	0	382	681
05:30 PM	18	0	**54**	0	**72**	72	**175**	0	**1**	**248**	0	0	0	0	0	0	309	0	0	309	629
05:45 PM	16	0	48	0	64	75	163	0	0	238	0	0	0	0	0	0	277	0	0	277	579
Total Volume	69	0	170	0	239	318	642	0	1	961	0	0	0	0	0	0	1456	0	0	1456	2656
% App. Total	28.9	0	71.1	0		33.1	66.8	0	0.1		0	0	0	0		0	100	0	0		
PHF	.784	.000	.787	.000	.830	.772	.917	.000	.250	.969	.000	.000	.000	.000	.000	.000	.746	.000	.000	.746	.866
Lights	68	0	170	0	238	317	610	0	0	927	0	0	0	0	0	0	1437	0	0	1437	2602
% Lights	98.6	0	100	0	99.6	99.7	95.0	0	0	96.5	0	0	0	0	0	0	98.7	0	0	98.7	98.0
Buses	1	0	0	0	1	1	16	0	0	17	0	0	0	0	0	0	11	0	0	11	29
% Buses	1.4	0	0	0	0.4	0.3	2.5	0	0	1.8	0	0	0	0	0	0	0.8	0	0	0.8	1.1
Trucks	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	8	0	0	8	24
% Trucks	0	0	0	0	0	0	2.5	0	0	1.7	0	0	0	0	0	0	0.5	0	0	0.5	0.9
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	0.1	0	0	0	0	0	0	0	0	0	0	0.0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 17.NYS_ROUTE_100C_(GRASSLANDS_ROAD)_&_WOODS_ROAD_TAYLOR_ROAD_WED_650193_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	WOOD RD From North					GRASSLANDS RD From East					TAYLOR RD From South					GRASSLANDS RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	2	0	8	1	11	143	149	0	0	292	1	0	0	1	2	0	54	31	0	85	390
06:45 AM	7	0	16	0	23	110	196	0	0	306	0	0	0	0	0	0	63	33	0	96	425
Total	9	0	24	1	34	253	345	0	0	598	1	0	0	1	2	0	117	64	0	181	815
07:00 AM	12	0	43	0	55	58	165	1	0	224	0	0	0	0	0	1	88	19	0	108	387
07:15 AM	11	0	42	0	53	62	174	0	0	236	1	0	0	0	1	0	104	20	0	124	414
07:30 AM	16	0	52	0	68	78	191	1	0	270	2	0	1	0	3	2	128	22	0	152	493
07:45 AM	13	0	34	0	47	71	235	1	0	307	0	1	0	0	1	1	130	39	0	170	525
Total	52	0	171	0	223	269	765	3	0	1037	3	1	1	0	5	4	450	100	0	554	1819
08:00 AM	15	0	26	0	41	47	259	0	0	306	0	0	2	0	2	0	175	28	0	203	552
08:15 AM	4	0	34	0	38	53	273	3	0	329	0	0	0	0	0	0	148	23	0	171	538
08:30 AM	12	0	17	0	29	54	279	1	0	334	2	0	1	0	3	0	162	20	0	182	548
08:45 AM	9	0	20	0	29	40	269	0	0	309	0	0	0	0	0	0	139	33	0	172	510
Total	40	0	97	0	137	194	1080	4	0	1278	2	0	3	0	5	0	624	104	0	728	2148
09:00 AM	9	0	32	0	41	39	277	0	0	316	0	0	1	0	1	2	147	29	0	178	536
09:15 AM	4	0	19	0	23	31	181	0	0	212	3	0	0	0	3	0	120	15	0	135	373
Grand Total	114	0	343	1	458	786	2648	7	0	3441	9	1	5	1	16	6	1458	312	0	1776	5691
Apprch %	24.9	0	74.9	0.2		22.8	77	0.2	0		56.2	6.2	31.2	6.2		0.3	82.1	17.6	0		
Total %	2	0	6	0	8	13.8	46.5	0.1	0	60.5	0.2	0	0.1	0	0.3	0.1	25.6	5.5	0	31.2	
Lights	105	0	324	0	429	754	2557	7	0	3318	9	1	4	0	14	5	1317	304	0	1626	5387
% Lights	92.1	0	94.5	0	93.7	95.9	96.6	100	0	96.4	100	100	80	0	87.5	83.3	90.3	97.4	0	91.6	94.7
Buses	5	0	13	0	18	22	42	0	0	64	0	0	1	0	1	1	46	4	0	51	134
% Buses	4.4	0	3.8	0	3.9	2.8	1.6	0	0	1.9	0	0	20	0	6.2	16.7	3.2	1.3	0	2.9	2.4
Trucks	4	0	6	0	10	10	49	0	0	59	0	0	0	0	0	0	95	4	0	99	168
% Trucks	3.5	0	1.7	0	2.2	1.3	1.9	0	0	1.7	0	0	0	0	0	0	6.5	1.3	0	5.6	3
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
% Pedestrians	0	0	0	100	0.2	0	0	0	0	0	0	0	0	100	6.2	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 17.NYS_ROUTE_100C_(GRASSLANDS_ROAD)_&_WOODS_ROAD_TAYLOR_ROAD_WED_650193_05-01-2019
Site Code :
Start Date : 5/1/2019

	WOOD RD From North					GRASSLANDS RD From East					TAYLOR RD From South					GRASSLANDS RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**15**	0	26	0	**41**	47	259	0	0	306	0	0	**2**	0	2	0	**175**	28	0	**203**	**552**
08:15 AM	4	0	**34**	0	38	53	273	**3**	0	329	0	0	0	0	0	0	148	23	0	171	538
08:30 AM	12	0	17	0	29	**54**	**279**	1	0	**334**	**2**	0	1	0	**3**	0	162	20	0	182	548
08:45 AM	9	0	20	0	29	40	269	0	0	309	0	0	0	0	0	0	139	**33**	0	172	510
Total Volume	40	0	97	0	137	194	1080	4	0	1278	2	0	3	0	5	0	624	104	0	728	2148
% App. Total	29.2	0	70.8	0		15.2	84.5	0.3	0		40	0	60	0		0	85.7	14.3	0		
PHF	.667	.000	.713	.000	.835	.898	.968	.333	.000	.957	.250	.000	.375	.000	.417	.000	.891	.788	.000	.897	.973
Lights	36	0	87	0	123	183	1037	4	0	1224	2	0	3	0	5	0	548	99	0	647	1999
% Lights	90.0	0	89.7	0	89.8	94.3	96.0	100	0	95.8	100	0	100	0	100	0	87.8	95.2	0	88.9	93.1
Buses	2	0	5	0	7	9	24	0	0	33	0	0	0	0	0	0	22	2	0	24	64
% Buses	5.0	0	5.2	0	5.1	4.6	2.2	0	0	2.6	0	0	0	0	0	0	3.5	1.9	0	3.3	3.0
Trucks	2	0	5	0	7	2	19	0	0	21	0	0	0	0	0	0	54	3	0	57	85
% Trucks	5.0	0	5.2	0	5.1	1.0	1.8	0	0	1.6	0	0	0	0	0	0	8.7	2.9	0	7.8	4.0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 17.NYS_ROUTE_100C_(GRASSLANDS_ROAD)_&_WOODS_ROAD_TAYLOR_ROAD_WED_650193_05-01-2019
Site Code :
Start Date : 5/1/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	WOOD RD From North					GRASSLANDS RD From East					TAYLOR RD From South					GRASSLANDS RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	14	0	33	0	47	40	156	0	0	196	0	0	1	0	1	0	140	11	0	151	395
02:15 PM	13	0	34	0	47	59	144	1	0	204	0	1	0	0	1	0	147	17	0	164	416
02:30 PM	14	0	46	0	60	72	149	0	0	221	0	0	0	0	0	0	158	18	0	176	457
02:45 PM	14	0	42	0	56	54	146	1	0	201	0	0	0	0	0	1	163	10	0	174	431
Total	55	0	155	0	210	225	595	2	0	822	0	1	1	0	2	1	608	56	0	665	1699
03:00 PM	21	0	101	0	122	21	121	1	0	143	1	0	0	0	1	1	173	11	0	185	451
03:15 PM	18	0	67	0	85	24	138	2	0	164	1	0	1	0	2	0	199	7	0	206	457
03:30 PM	22	0	53	0	75	26	142	1	0	169	0	0	0	0	0	0	263	5	0	268	512
03:45 PM	9	0	42	0	51	22	139	1	0	162	0	0	0	0	0	0	194	8	0	202	415
Total	70	0	263	0	333	93	540	5	0	638	2	0	1	0	3	1	829	31	0	861	1835
04:00 PM	25	0	81	0	106	32	138	0	0	170	0	0	0	0	0	0	256	10	0	266	542
04:15 PM	16	0	64	0	80	23	146	2	0	171	2	0	0	0	2	1	219	4	0	224	477
04:30 PM	10	0	71	0	81	26	144	0	0	170	2	0	0	0	2	1	276	11	0	288	541
04:45 PM	18	0	49	0	67	21	151	0	0	172	1	0	1	0	2	0	246	8	0	254	495
Total	69	0	265	0	334	102	579	2	0	683	5	0	1	0	6	2	997	33	0	1032	2055
05:00 PM	12	0	70	0	82	20	125	1	0	146	0	0	0	0	0	0	410	5	0	415	643
05:15 PM	27	0	58	0	85	25	154	2	0	181	2	0	0	0	2	0	314	13	0	327	595
05:30 PM	20	0	40	0	60	18	166	1	0	185	1	0	2	1	4	1	271	1	0	273	522
05:45 PM	10	0	41	0	51	22	129	2	0	153	0	0	0	0	0	0	237	5	0	242	446
Total	69	0	209	0	278	85	574	6	0	665	3	0	2	1	6	1	1232	24	0	1257	2206
06:00 PM	20	0	39	0	59	20	152	0	0	172	1	0	1	0	2	0	209	7	0	216	449
06:15 PM	14	0	43	0	57	22	130	1	0	153	0	0	0	0	0	0	162	7	0	169	379
Grand Total	297	0	974	0	1271	547	2570	16	0	3133	11	1	6	1	19	5	4037	158	0	4200	8623
Apprch %	23.4	0	76.6	0		17.5	82	0.5	0		57.9	5.3	31.6	5.3		0.1	96.1	3.8	0		
Total %	3.4	0	11.3	0	14.7	6.3	29.8	0.2	0	36.3	0.1	0	0.1	0	0.2	0.1	46.8	1.8	0	48.7	
Lights	287	0	950	0	1237	513	2419	16	0	2948	11	1	4	0	16	3	3931	145	0	4079	8280
% Lights	96.6	0	97.5	0	97.3	93.8	94.1	100	0	94.1	100	100	66.7	0	84.2	60	97.4	91.8	0	97.1	96
Buses	5	0	16	0	21	30	53	0	0	83	0	0	2	0	2	2	61	10	0	73	179
% Buses	1.7	0	1.6	0	1.7	5.5	2.1	0	0	2.6	0	0	33.3	0	10.5	40	1.5	6.3	0	1.7	2.1
Trucks	5	0	8	0	13	4	98	0	0	102	0	0	0	0	0	0	45	3	0	48	163
% Trucks	1.7	0	0.8	0	1	0.7	3.8	0	0	3.3	0	0	0	0	0	0	1.1	1.9	0	1.1	1.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	5.3	0	0	0	0	0	0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 17.NYS_ROUTE_100C_(GRASSLANDS_ROAD)_&_WOODS_ROAD_TAYLOR_ROAD_WED_650193_05-01-2019
Site Code :
Start Date : 5/1/2019

	WOOD RD From North					GRASSLANDS RD From East					TAYLOR RD From South					GRASSLANDS RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	12	0	**70**	0	82	20	125	1	0	146	0	0	0	0	0	0	**410**	5	0	**415**	**643**
05:15 PM	**27**	0	58	0	**85**	**25**	154	**2**	0	181	**2**	0	0	0	2	0	314	**13**	0	327	595
05:30 PM	20	0	40	0	60	18	**166**	1	0	**185**	1	0	**2**	**1**	**4**	**1**	271	1	0	273	522
05:45 PM	10	0	41	0	51	22	129	2	0	153	0	0	0	0	0	0	237	5	0	242	446
Total Volume	69	0	209	0	278	85	574	6	0	665	3	0	2	1	6	1	1232	24	0	1257	2206
% App. Total	24.8	0	75.2	0		12.8	86.3	0.9	0		50	0	33.3	16.7		0.1	98	1.9	0		
PHF	.639	.000	.746	.000	.818	.850	.864	.750	.000	.899	.375	.000	.250	.250	.375	.250	.751	.462	.000	.757	.858
Lights	68	0	202	0	270	75	547	6	0	628	3	0	1	0	4	0	1219	21	0	1240	2142
% Lights	98.6	0	96.7	0	97.1	88.2	95.3	100	0	94.4	100	0	50.0	0	66.7	0	98.9	87.5	0	98.6	97.1
Buses	1	0	4	0	5	9	8	0	0	17	0	0	1	0	1	1	8	3	0	12	35
% Buses	1.4	0	1.9	0	1.8	10.6	1.4	0	0	2.6	0	0	50.0	0	16.7	100	0.6	12.5	0	1.0	1.6
Trucks	0	0	3	0	3	1	19	0	0	20	0	0	0	0	0	0	5	0	0	5	28
% Trucks	0	0	1.4	0	1.1	1.2	3.3	0	0	3.0	0	0	0	0	0	0	0.4	0	0	0.4	1.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	16.7	0	0	0	0	0	0.0

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595
Customer Loyalty through Client Satisfaction

File Name : 2_RT_100C_&_WALKER_ROAD_CLEARBROOK_RD_693266_09-10-2019
Site Code :
Start Date : 9/10/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	WALKER RD From North					RT 100C From East					CLEARBROOK RD From South					RT 100C From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	1	1	16	0	18	25	108	23	0	156	10	1	4	0	15	4	77	14	0	95	284
06:45 AM	1	2	20	0	23	44	132	28	0	204	15	1	0	0	16	0	74	18	0	92	335
Total	2	3	36	0	41	69	240	51	0	360	25	2	4	0	31	4	151	32	0	187	619
07:00 AM	0	4	16	0	20	19	103	40	0	162	17	1	0	0	18	8	70	17	0	95	295
07:15 AM	1	5	20	0	26	57	100	44	0	201	26	3	2	0	31	11	84	7	0	102	360
07:30 AM	5	5	24	1	35	50	122	38	0	210	38	6	1	1	46	6	117	13	0	136	427
07:45 AM	3	8	24	0	35	69	141	50	0	260	28	4	10	0	42	12	105	18	0	135	472
Total	9	22	84	1	116	195	466	172	0	833	109	14	13	1	137	37	376	55	0	468	1554
08:00 AM	4	4	31	0	39	42	130	63	0	235	35	2	6	0	43	10	115	17	1	143	460
08:15 AM	3	7	32	0	42	55	152	65	0	272	36	7	9	0	52	18	136	11	0	165	531
08:30 AM	4	10	31	0	45	51	153	59	0	263	27	0	5	0	32	12	138	7	0	157	497
08:45 AM	2	9	28	0	39	26	178	55	0	259	26	4	7	0	37	17	110	16	0	143	478
Total	13	30	122	0	165	174	613	242	0	1029	124	13	27	0	164	57	499	51	1	608	1966
09:00 AM	2	12	26	0	40	36	182	74	0	292	32	0	4	0	36	25	101	14	0	140	508
09:15 AM	0	4	32	0	36	47	147	54	0	248	34	4	8	0	46	15	111	8	0	134	464
Grand Total	26	71	300	1	398	521	1648	593	0	2762	324	33	56	1	414	138	1238	160	1	1537	5111
Apprch %	6.5	17.8	75.4	0.3		18.9	59.7	21.5	0		78.3	8	13.5	0.2		9	80.5	10.4	0.1		
Total %	0.5	1.4	5.9	0	7.8	10.2	32.2	11.6	0	54	6.3	0.6	1.1	0	8.1	2.7	24.2	3.1	0	30.1	
Lights	24	68	267	0	359	498	1592	575	0	2665	296	31	44	0	371	136	1171	159	0	1466	4861
% Lights	92.3	95.8	89	0	90.2	95.6	96.6	97	0	96.5	91.4	93.9	78.6	0	89.6	98.6	94.6	99.4	0	95.4	95.1
Buses	0	1	18	0	19	14	21	8	0	43	16	1	7	0	24	0	20	0	0	20	106
% Buses	0	1.4	6	0	4.8	2.7	1.3	1.3	0	1.6	4.9	3	12.5	0	5.8	0	1.6	0	0	1.3	2.1
Trucks	2	2	15	0	19	9	35	10	0	54	12	1	5	0	18	2	47	1	0	50	141
% Trucks	7.7	2.8	5	0	4.8	1.7	2.1	1.7	0	2	3.7	3	8.9	0	4.3	1.4	3.8	0.6	0	3.3	2.8
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	3
% Pedestrians	0	0	0	100	0.3	0	0	0	0	0	0	0	0	100	0.2	0	0	0	100	0.1	0.1

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

File Name : 2_RT_100C_&_WALKER_ROAD_CLEARBROOK_RD_693266_09-10-2019
Site Code :
Start Date : 9/10/2019

	WALKER RD From North					RT 100C From East					CLEARBROOK RD From South					RT 100C From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	4	4	31	0	39	42	130	63	0	235	35	2	6	0	43	10	115	17	1	143	460
08:15 AM	3	7	32	0	42	55	152	65	0	272	36	7	9	0	52	18	136	11	0	165	531
08:30 AM	4	10	31	0	45	51	153	59	0	263	27	0	5	0	32	12	138	7	0	157	497
08:45 AM	2	9	28	0	39	26	178	55	0	259	26	4	7	0	37	17	110	16	0	143	478
Total Volume	13	30	122	0	165	174	613	242	0	1029	124	13	27	0	164	57	499	51	1	608	1966
% App. Total	7.9	18.2	73.9	0		16.9	59.6	23.5	0		75.6	7.9	16.5	0		9.4	82.1	8.4	0.2		
PHF	.813	.750	.953	.000	.917	.791	.861	.931	.000	.946	.861	.464	.750	.000	.788	.792	.904	.750	.250	.921	.926
Lights	12	28	117	0	157	165	589	233	0	987	111	12	21	0	144	56	460	51	0	567	1855
% Lights	92.3	93.3	95.9	0	95.2	94.8	96.1	96.3	0	95.9	89.5	92.3	77.8	0	87.8	98.2	92.2	100	0	93.3	94.4
Buses	0	0	1	0	1	6	9	5	0	20	7	0	4	0	11	0	14	0	0	14	46
% Buses	0	0	0.8	0	0.6	3.4	1.5	2.1	0	1.9	5.6	0	14.8	0	6.7	0	2.8	0	0	2.3	2.3
Trucks	1	2	4	0	7	3	15	4	0	22	6	1	2	0	9	1	25	0	0	26	64
% Trucks	7.7	6.7	3.3	0	4.2	1.7	2.4	1.7	0	2.1	4.8	7.7	7.4	0	5.5	1.8	5.0	0	0	4.3	3.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.2	0.1

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595
Customer Loyalty through Client Satisfaction

File Name : 2_RT_100C_&_WALKER_ROAD_CLEARBROOK_RD_693266_09-10-2019
Site Code :
Start Date : 9/10/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	WALKER RD From North					RT 100C From East					CLEARBROOK RD From South					RT 100C From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	1	4	41	0	46	27	94	24	0	145	41	5	10	0	56	3	113	2	0	118	365
02:45 PM	10	7	63	0	80	35	101	29	0	165	45	3	8	0	56	12	78	4	0	94	395
Total	11	11	104	0	126	62	195	53	0	310	86	8	18	0	112	15	191	6	0	212	760
03:00 PM	8	4	72	0	84	19	117	30	0	166	42	4	9	0	55	5	107	4	0	116	421
03:15 PM	5	6	49	0	60	23	103	37	0	163	38	4	4	0	46	2	119	4	0	125	394
03:30 PM	5	3	71	0	79	23	119	25	0	167	64	0	5	0	69	7	104	0	0	111	426
03:45 PM	8	3	76	0	87	29	99	37	0	165	50	3	8	0	61	11	101	7	0	119	432
Total	26	16	268	0	310	94	438	129	0	661	194	11	26	0	231	25	431	15	0	471	1673
04:00 PM	5	0	126	0	131	23	116	32	0	171	73	1	24	0	98	7	131	2	0	140	540
04:15 PM	1	1	66	0	68	24	115	44	0	183	58	5	12	0	75	7	111	7	0	125	451
04:30 PM	1	4	72	0	77	21	99	28	0	148	86	6	13	0	105	5	118	2	0	125	455
04:45 PM	4	5	49	0	58	26	126	35	0	187	86	7	21	0	114	6	119	8	0	133	492
Total	11	10	313	0	334	94	456	139	0	689	303	19	70	0	392	25	479	19	0	523	1938
05:00 PM	5	1	83	0	89	21	109	29	0	159	142	12	34	0	188	2	166	4	0	172	608
05:15 PM	8	4	64	0	76	24	141	45	0	210	80	5	16	0	101	7	182	2	0	191	578
05:30 PM	2	3	48	0	53	22	120	35	0	177	91	5	19	0	115	5	138	5	0	148	493
05:45 PM	1	4	49	0	54	28	127	26	0	181	68	4	6	0	78	9	124	3	1	137	450
Total	16	12	244	0	272	95	497	135	0	727	381	26	75	0	482	23	610	14	1	648	2129
06:00 PM	2	2	54	0	58	15	119	25	0	159	60	3	16	0	79	6	105	3	0	114	410
06:15 PM	2	4	33	0	39	22	101	12	1	136	43	3	10	0	56	2	84	2	0	88	319
Grand Total	68	55	1016	0	1139	382	1806	493	1	2682	1067	70	215	0	1352	96	1900	59	1	2056	7229
Apprch %	6	4.8	89.2	0		14.2	67.3	18.4	0		78.9	5.2	15.9	0		4.7	92.4	2.9	0		
Total %	0.9	0.8	14.1	0	15.8	5.3	25	6.8	0	37.1	14.8	1	3	0	18.7	1.3	26.3	0.8	0	28.4	
Lights	68	50	975	0	1093	348	1723	466	0	2537	1038	65	208	0	1311	87	1865	58	0	2010	6951
% Lights	100	90.9	96	0	96	91.1	95.4	94.5	0	94.6	97.3	92.9	96.7	0	97	90.6	98.2	98.3	0	97.8	96.2
Buses	0	0	25	0	25	17	17	12	0	46	14	3	2	0	19	3	13	0	0	16	106
% Buses	0	0	2.5	0	2.2	4.5	0.9	2.4	0	1.7	1.3	4.3	0.9	0	1.4	3.1	0.7	0	0	0.8	1.5
Trucks	0	5	16	0	21	17	66	15	0	98	15	2	5	0	22	6	22	1	0	29	170
% Trucks	0	9.1	1.6	0	1.8	4.5	3.7	3	0	3.7	1.4	2.9	2.3	0	1.6	6.2	1.2	1.7	0	1.4	2.4
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
% Pedestrians	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595
Customer Loyalty through Client Satisfaction

File Name : 2_RT_100C_&_WALKER_ROAD_CLEARBROOK_RD_693266_09-10-2019
Site Code :
Start Date : 9/10/2019

	WALKER RD From North					RT 100C From East					CLEARBROOK RD From South					RT 100C From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	5	1	83	0	89	21	109	29	0	159	142	12	34	0	188	2	166	4	0	172	608
05:15 PM	8	4	64	0	76	24	141	45	0	210	80	5	16	0	101	7	182	2	0	191	578
05:30 PM	2	3	48	0	53	22	120	35	0	177	91	5	19	0	115	5	138	5	0	148	493
05:45 PM	1	4	49	0	54	28	127	26	0	181	68	4	6	0	78	9	124	3	1	137	450
Total Volume	16	12	244	0	272	95	497	135	0	727	381	26	75	0	482	23	610	14	1	648	2129
% App. Total	5.9	4.4	89.7	0		13.1	68.4	18.6	0		79	5.4	15.6	0		3.5	94.1	2.2	0.2		
PHF	.500	.750	.735	.000	.764	.848	.881	.750	.000	.865	.671	.542	.551	.000	.641	.639	.838	.700	.250	.848	.875
Lights	16	12	239	0	267	86	479	130	0	695	374	26	74	0	474	21	607	14	0	642	2078
% Lights	100	100	98.0	0	98.2	90.5	96.4	96.3	0	95.6	98.2	100	98.7	0	98.3	91.3	99.5	100	0	99.1	97.6
Buses	0	0	5	0	5	7	0	2	0	9	4	0	0	0	4	0	0	0	0	0	18
% Buses	0	0	2.0	0	1.8	7.4	0	1.5	0	1.2	1.0	0	0	0	0.8	0	0	0	0	0	0.8
Trucks	0	0	0	0	0	2	18	3	0	23	3	0	1	0	4	2	3	0	0	5	32
% Trucks	0	0	0	0	0	2.1	3.6	2.2	0	3.2	0.8	0	1.3	0	0.8	8.7	0.5	0	0	0.8	1.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.2	0.0

NORTH 60

APPENDIX Q

ACCIDENT DATA

TABLE NO. 5

ACCIDENT SUMMARY TABLE

NODE/LINK	LOCATION		DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[2]	# OF VEHICLES	# OF INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS	
	ON STREET	CLOSEST STREET											VEHICLE 1	VEHICLE 2
	HOSPITAL RD	WOODS RD	01/12/2015	11:10am	STOP SIGN	NON-REPORTABLE	2	0	DAYLIGHT	WET	:T/HAIL/FREEZING	SIDESWIPE	MAKING RIGHT TURN	STOPPED IN TRAFFIC
	HOSPITAL RD		02/09/2015	01:50pm	STOP SIGN	NON-REPORTABLE	2	0	DAYLIGHT	SNOW/ICE	SNOW	RIGHT ANGLE	SLOWED OR STOPPING	GOING STRAIGHT AHEAD
100 87014051	BRADHURST AVE	HOSPITAL RD	03/11/2015	10:36am	UNKNOWN	PROPERTY DAMAGE AND INJURY	1	1	DAYLIGHT	DRY	CLOUDY	OTHER	GOING STRAIGHT AHEAD	
	WOODS RD	HOSPITAL RD	05/20/2015	09:30am	NONE	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	UNKNOWN	UNKNOWN	PARKED
	RAMP	Hospital Rd	07/07/2015	08:51am	STOP SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLOUDY	REAR END	STARTING IN TRAFFIC	SLOWED OR STOPPING
100 87014051	BRADHURST AVE	Hospital Rd	08/26/2015	02:46pm	NONE	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	MAKING LEFT TURN	PARKED
	HOSPITAL RD	WOODS RD	10/16/2015	01:30am	STOP SIGN	NON-REPORTABLE	1	0	DARK-ROAD LIGHTED	DRY	CLEAR	OTHER	MAKING LEFT TURN	
100 87014051	HOSPITAL RD	BRADHURST AVE	12/23/2015	04:50pm	NONE	INJURY	2	1	DARK-ROAD LIGHTED	WET	RAIN	REAR END	GOING STRAIGHT AHEAD	GOING STRAIGHT AHEAD
100 87014051	BRADHURST AVE	HOSPITAL RD	01/08/2016	01:51pm	NONE	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLOUDY	LEFT TURN	MAKING LEFT TURN	PARKED
	HOSPITAL RD	WOODS RD	02/17/2016	09:45am	NONE	NON-REPORTABLE	2	0	DAYLIGHT	WET	CLOUDY	SIDESWIPE	BACKING	PARKED
	HOSPITAL RD		04/21/2016	04:30pm	STOP SIGN	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	MAKING LEFT TURN	GOING STRAIGHT AHEAD
	HOSPITAL RD	WOODS RD	06/21/2016	10:48am	STOP SIGN	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	LEFT TURN	SLOWED OR STOPPING	SLOWED OR STOPPING
	HOSPITAL RD		09/15/2016	08:15am	STOP SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	LEFT TURN	GOING STRAIGHT AHEAD	MAKING LEFT TURN
	WOODS RD	HOSPITAL RD	10/07/2016	07:50am	STOP SIGN	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	MAKING RIGHT TURN	GOING STRAIGHT AHEAD
100 87014050	BRADHURST AVE	HOSPITAL RD	12/12/2016	03:15pm	NONE	PROPERTY DAMAGE	3	0	DAYLIGHT	WET	CLOUDY	OTHER	GOING STRAIGHT AHEAD	PARKED
	WOODS RD	HOSPITAL RD	01/12/2017	04:20pm	NONE	NON-REPORTABLE	2	0	DUSK	WET	RAIN	OTHER	BACKING	STARTING FROM PARKING
	HOSPITAL RD	Ramp	02/17/2017	09:57am	STOP SIGN	INJURY	2	1	DAYLIGHT	DRY	CLEAR	LEFT TURN	GOING STRAIGHT AHEAD	MAKING LEFT TURN
100 87014051	BRADHURST AVE	HOSPITAL RD	02/21/2017	11:49am	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	3	4	DAYLIGHT	DRY	CLEAR	OTHER	MAKING LEFT TURN	GOING STRAIGHT AHEAD
100 87014051	BRADHURST AVE	HOSPITAL RD	03/13/2017	01:40pm	NONE	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	GOING STRAIGHT AHEAD	GOING STRAIGHT AHEAD
	HOSPITAL RD		03/20/2017	06:00pm	STOP SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLOUDY	LEFT TURN	GOING STRAIGHT AHEAD	MAKING LEFT TURN
	HOSPITAL RD	WOODS RD	04/18/2017	08:37pm	NONE	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	PARKED	ENTERING PARKED POSITION
100 87014050	BRADHURST AVE	HOSPITAL RD	06/09/2017	01:45pm	NONE	INJURY	3	1	DAYLIGHT	DRY	CLEAR	OTHER	GOING STRAIGHT AHEAD	STOPPED IN TRAFFIC
100 87014050	BRADHURST AVE	HOSPITAL RD	06/21/2017	01:24pm	NONE	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	STOPPED IN TRAFFIC	BACKING
	HOSPITAL RD	Ramp	06/28/2017	03:15pm	NO PASSING ZONE	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	MAKING RIGHT TURN	MAKING RIGHT TURN
100 87014050	BRADHURST AVE	Hospital Rd	07/06/2017	11:00am	NONE	INJURY	2	1	DAYLIGHT	DRY	CLEAR	LEFT TURN	SLOWED OR STOPPING	MAKING LEFT TURN
	HOSPITAL RD	WOODS RD	07/26/2017	09:57am	STOP SIGN	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	SLOWED OR STOPPING	SLOWED OR STOPPING
100 87014051	BRADHURST AVE	Hospital Rd	09/14/2017	02:00pm	NONE	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLOUDY	REAR END	GOING STRAIGHT AHEAD	GOING STRAIGHT AHEAD
100 87014051	BRADHURST AVE	HOSPITAL RD	10/25/2017	09:19am	NONE	NON-REPORTABLE	2	0	DAYLIGHT	OTHER	CLEAR	RIGHT ANGLE	GOING STRAIGHT AHEAD	MAKING LEFT TURN
100 87014052	BRADHURST AVE	HOSPITAL RD	10/31/2017	06:32pm	NONE	NON-REPORTABLE	2	0	DARK-ROAD LIGHTED	DRY	CLEAR	RIGHT ANGLE	GOING STRAIGHT AHEAD	MAKING LEFT TURN
	HOSPITAL RD	WOODS RD	01/04/2018	10:38am	STOP SIGN	PROPERTY DAMAGE	1	0	DAYLIGHT	SNOW/ICE	SNOW	OTHER	MAKING LEFT TURN	
	HOSPITAL RD	Woods Rd	01/24/2018	09:00am	NONE	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	PARKED	ENTERING PARKED POSITION
100 87014050	BRADHURST AVE	Hospital Rd	03/19/2018	12:30pm	NONE	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	PARKED	GOING STRAIGHT AHEAD
100 87014051	BRADHURST AVE	HOSPITAL RD	04/30/2018	02:02pm	NONE	NON-REPORTABLE	1	0	DAYLIGHT	DRY	CLOUDY	OTHER	GOING STRAIGHT AHEAD	
100 87014050	BRADHURST AVE	HOSPITAL RD	06/15/2018	02:05pm	NONE	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLOUDY	UNKNOWN	PARKED	UNKNOWN
	HOSPITAL RD		06/29/2018	06:53am	STOP SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	MAKING LEFT TURN	GOING STRAIGHT AHEAD
100 87014051	BRADHURST AVE	HOSPITAL RD	07/03/2018	03:53pm	STOP SIGN	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	GOING STRAIGHT AHEAD	MAKING LEFT TURN
	HOSPITAL RD		07/03/2018	06:48am	NONE	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	GOING STRAIGHT AHEAD	STOPPED IN TRAFFIC
100 87014051	BRADHURST AVE	Hospital Rd	07/12/2018	08:20am	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	3	1	DAYLIGHT	DRY	CLEAR	OTHER	STOPPED IN TRAFFIC	STOPPED IN TRAFFIC
	HOSPITAL RD		07/12/2018	08:21am	STOP SIGN	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	LEFT TURN	GOING STRAIGHT AHEAD	MAKING LEFT TURN
100 87014051	BRADHURST AVE	HOSPITAL RD	08/18/2018	08:41pm	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	2	1	DARK-ROAD LIGHTED	WET	RAIN	RIGHT TURN	MAKING LEFT TURN	MAKING RIGHT TURN
100 87014051	HOSPITAL RD	BRADHURST AVE	08/20/2018	04:45pm	NONE	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	MAKING LEFT TURN	MAKING U TURN
100 87014051	BRADHURST AVE	HOSPITAL RD	9/4/2018	05:25pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	STARTING IN TRAFFIC	STARTING IN TRAFFIC
100 87014051	HOSPITAL RD	BRADHURST AVE	10/08/2018	03:30pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	WET	CLOUDY	OTHER	MAKING U TURN	GOING STRAIGHT AHEAD
	HOSPITAL RD	Ramp	10/12/2018	05:50pm	NONE	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	DRY	CLEAR	REAR END	GOING STRAIGHT AHEAD	SLOWED OR STOPPING
100 87014051	BRADHURST AVE	HOSPITAL RD	10/25/2018	06:54pm	NONE	PROPERTY DAMAGE AND INJURY	2	1	DARK-ROAD LIGHTED	DRY	CLEAR	LEFT TURN	GOING STRAIGHT AHEAD	MAKING LEFT TURN
100 87014051	BRADHURST AVE	HOSPITAL RD	11/06/2018	10:57am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	WET	RAIN	LEFT TURN	MAKING LEFT TURN	GOING STRAIGHT AHEAD
	HOSPITAL RD		12/05/2018	03:40pm	STOP SIGN	PROPERTY DAMAGE	2	0	UNKNOWN	UNKNOWN	UNKNOWN	RIGHT ANGLE	GOING STRAIGHT AHEAD	GOING STRAIGHT AHEAD
100 87014051	BRADHURST AVE	HOSPITAL RD	12/18/2018	11:56am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	MAKING LEFT TURN	GOING STRAIGHT AHEAD

NOTES:

1) ACCIDENT DATA OBTAINED FROM THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) RECORDS ACCESS DEPARTMENT FOR THE TIME PERIOD BETWEEN JANUARY 1, 2015 THROUGH DECEMBER 31, 2018.

2) ACCIDENT CLASS: PDO = PROPERTY DAMAGE ONLY, I = INJURY, F = FATALITY, UNKOWN = NON-REPORTABLE


100 87014058
9A87032094
987D87012095
987F87012082
987G87011025
Blady Ave
Cliff St
Fairfax Ave
987G87011024
100 87014057
987D87012094
9A87032093
987F87012081
Mt Pleasant
987G87011023
987D87012093
9A87032092
W Stevens Ave
987F87012080
9A87032091
9A87032090
987G87011022
100 87014055
987F87012079
987G87011021
100 87014054
987F87012078
987F
987G87011020
100 87014053
987G
987F87012077
987G87011019
Perimeter Rd
300
100 87014052
987F87012076
100
100 87014051
Google Earth
© 2018 Google
N
1000 ft

Region 8 County 7 PIL, SDL, and PII Report

Ascending Route Sequence for HAL Year 2018

Route 100

Under 23 USC §409, this report and its analysis and data are privileged against being introduced into evidence, disclosed in pretrial discovery, or used for any other purpose in civil litigation. NYSDOT and the State of New York do not waive such privilege by disclosing this report under the NYS Freedom of Information Law (FOIL), or to USDOT and FHWA under 23 USC §148.

HAL Year	Time Period			PIL Accidents	PIL LOC	SDL Accidents	SDL LOC	PII LOC	HAL Created
2018	01-JAN-2017	thru	31-DEC-2018	Linear&Intersection	99.9	Linear&Intersection	90.9	99.9	05-APR-2019

										Highway/Int Char.			--- Number of Accidents ---								
HAL Year	Route	Begins at Reference Marker	Ends at Reference Marker	Int#	Seg Lgth	Hal Typ	Avg AADT	Exposure MVM or MEV	Type (Clsf Cde)	Int Cntl	Int Config	Fat	Inj	Pdo	Int	Not At Int	Total Accd	Accd Per Exposure	UCL	Reduct Index	Severe Weight Rank
2018	100	100 87011010	100 87011012		.3	PIL	49514	10.84	62			0	33	54	6	81	87	8.02	7.51	28.66	11.44
2018	100	100 87011011	100 87011013		.3	SDL	42861	9.387	62			0	27	37	6	58	64	6.82	5.33	13.50	5.93
2018	100	100 87012010	100 87012012		.3	SDL	24706	5.411	60			0	9	17	20	6	26	4.81	4.53	1.00	0.37
2018	100	100 87012012		88	1.0	PII	24706	18.04	82	3	3	0	6	12	18	0	18	1	.34	15.84	16.56
2018	100	100 87012012		88	1.0	PII	24706	18.04	82	3	3	0	6	12	18	0	18	1	.34	15.84	16.56
2018	100	100 87012012	100 87012014		.3	SDL	24706	5.411	60			0	6	27	20	13	33	6.10	4.53	8.00	1.70
2018	100	100 87012019	100 87012023		.5	SDL	24706	9.018	72			0	20	38	22	36	58	6.43	5.75	5.61	1.24
2018	100	100 87012026	100 87012026		.1	SDL	24706	1.804	74			0	2	9	4	7	11	6.10	3.73	3.77	2.41
2018	100	100 87012027		06	1.0	PII	27759	20.26	88	1	2	0	8	26	34	0	34	1.68	1.02	23.06	17.76
2018	100	100 87012027	100 87012029		.3	PIL	21675	4.747	72			0	10	36	44	2	46	9.69	9.12	18.42	4.55
2018	100	100 87012033	100 87012035		.3	SDL	21675	4.747	74			1	8	21	13	17	30	6.32	3.9	10.96	4.82
2018	100	100 87014096	100 87014099		.4	SDL	6862	2.004	40			0	1	6	0	7	7	3.49	2.47	1.55	0.25
2018	100	100 87014103	100 87014107		.5	SDL	6862	2.505	68			0	3	9	8	4	12	4.79	3.34	3.13	0.52
2018	100	100 87014116	100 87014119		.4	SDL	6862	2.004	60			0	8	8	3	13	16	7.98	4.37	6.74	2.59
2018	100	100 87014125	100 87014126		.2	SDL	18024	2.632	72			0	4	12	2	14	16	6.08	5.62	0.71	0.30
2018	100	100 87014129	100 87014133		.5	SDL	8554	3.122	68			0	6	8	8	6	14	4.48	3.38	2.95	0.79
2018	100	100 87014152	100 87014154		.3	SDL	10820	2.37	68			0	8	5	6	7	13	5.49	3.33	4.61	2.87
2018	100	100 87014176	100 87014180		.5	SDL	10753	3.925	40			0	1	11	6	6	12	3.06	2.59	1.32	0.12

SPECIFIED: MAXIMUM ANALYSIS LENGTH 3 REFERENCE MARKERS, STEP BY 1, ADJACENT PILS AND SDLS ARE LINKED.

INTERSECTION ACCIDENTS ARE INCLUDED.


9A87032094
987D87012095
987D87012094
9A87032093
987D87012093
9A87032092
987D87012092
9A87032091
9A87032090
987D87012091
9A87032089
9A87032088
N County Trailway
W Stevens Ave
Saw Mill River Rd
Phillips Dr
Ballston Ave
Google Earth
800 ft
N

Region 8 County 7 PIL, SDL, and PII Report

Ascending Route Sequence for HAL Year 2018

Route 9A

Under 23 USC §409, this report and its analysis and data are privileged against being introduced into evidence, disclosed in pretrial discovery, or used for any other purpose in civil litigation. NYSDOT and the State of New York do not waive such privilege by disclosing this report under the NYS Freedom of Information Law (FOIL), or to USDOT and FHWA under 23 USC §148.

HAL Year	Time Period			PIL Accidents	PIL LOC	SDL Accidents	SDL LOC	PII LOC	HAL Created
2018	01-JAN-2017	thru	31-DEC-2018	Linear&Intersection	99.9	Linear&Intersection	90.9	99.9	05-APR-2019

HAL Year	Route	Begins at Reference Marker	Ends at Reference Marker	Int#	Seg Lgth	Hal Typ	Avg AADT	Exposure MVM or MEV	Type (Clsf Cde)	Highway/Int Char. Int Cntl	Int Config	--- Number of Accidents --- Fat	Inj	Pdo	Int	Not At Int	Total Accd	Accd Per Exposure	UCL	Reduct Index	Severe Weight Rank
2018	9A	9A87032003	9A87032007		.5	SDL	8053	2.939	68			0	5	11	2	14	16	5.44	3.37	5.60	1.13
2018	9A	9A87032014	9A87032018		.5	SDL	8053	2.939	68			0	4	8	7	5	12	4.08	3.37	1.60	0.34
2018	9A	9A87032023	9A87032025		.3	SDL	11841	2.593	68			0	3	6	6	3	9	3.47	3.35	-0.18	-0.06
2018	9A	9A87032032	9A87032034		.3	SDL	11841	2.593	68			0	2	8	6	4	10	3.86	3.35	0.82	0.19
2018	9A	9A87032034	9A87032035		.2	SDL	11841	1.729	68			0	1	9	6	4	10	5.78	3.25	3.88	0.79
2018	9A	9A87032054	9A87032057		.4	SDL	5726	1.672	68			0	0	7	2	5	7	4.19	3.24	1.08	0.03
2018	9A	9A87032057	9A87032059		.3	SDL	5726	1.254	68			0	2	9	7	4	11	8.77	3.14	6.56	1.40
2018	9A	9A87032058	9A87032060		.3	PIL	5726	1.254	68			0	4	40	38	6	44	35.09	8.33	39.56	5.05
2018	9A	9A87032060		84	1.0	PII	29658	21.65	88	1	2	0	2	29	31	0	31	1.43	1	19.31	5.74
2018	9A	9A87032061	9A87032069		.9	PIL	19980	13.13	72			0	26	176	80	122	202	15.39	7.83	125.73	6.84
2018	9A	9A87032062		88	1.0	PII	16611	12.13	82	3	3	0	1	11	12	0	12	0.99	.39	10.54	3.71
2018	9A	9A87032064		97	1.0	PII	25782	18.82	82	3	3	0	1	13	14	0	14	0.74	.34	11.74	3.74
2018	9A	9A87032065		37	1.0	PII	22419	16.37	82	3	3	0	2	10	12	0	12	0.73	.35	10.04	5.85
2018	9A	9A87032067		32	1.0	PII	24661	18.00	78	1	3	0	5	19	24	0	24	1.33	.69	18.42	12.87
2018	9A	9A87032069	9A87032071		.3	SDL	22419	4.91	72			0	12	17	16	13	29	5.91	5.71	0.47	0.20
2018	9A	9A87032089	9A87032091		.3	SDL	18102	3.964	72			0	10	18	1	27	28	7.06	5.68	4.97	1.88
2018	9A	9A87032091	9A87032093		.3	SDL	18102	3.964	72			0	10	21	0	31	31	7.82	5.68	7.97	2.76
2018	9A	9A87032096	9A87032098		.3	SDL	18102	3.964	72			0	11	16	11	16	27	6.81	5.68	3.97	1.69

SPECIFIED: MAXIMUM ANALYSIS LENGTH 3 REFERENCE MARKERS, STEP BY 1, ADJACENT PILS AND SDLS ARE LINKED.

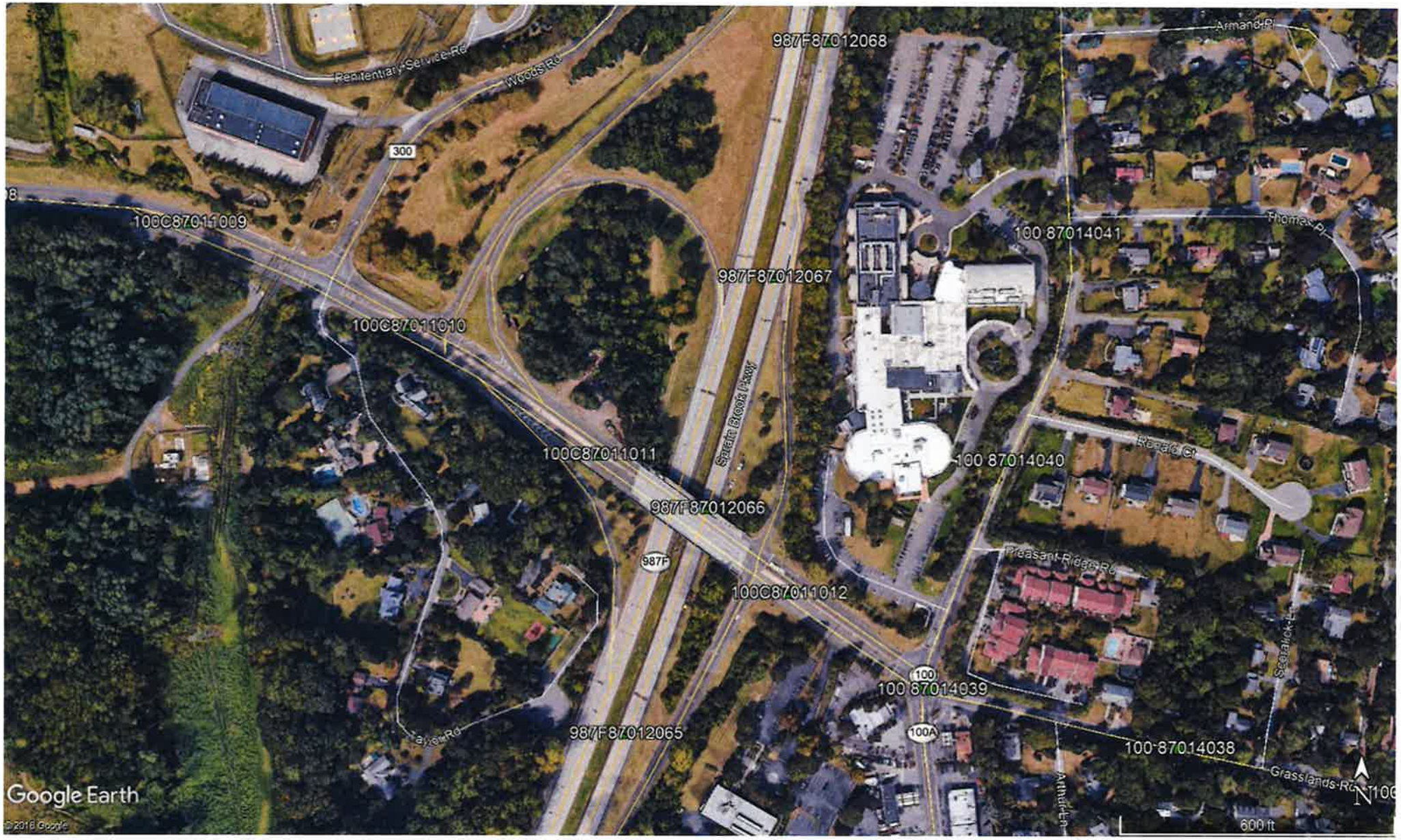
INTERSECTION ACCIDENTS ARE INCLUDED.

Route 9A

Under 23 USC §409, this report and its analysis and data are privileged against being introduced into evidence, disclosed in pretrial discovery, or used for any other purpose in civil litigation. NYSDOT and the State of New York do not waive such privilege by disclosing this report under the NYS Freedom of Information Law (FOIL), or to USDOT and FHWA under 23 USC §148.

									Highway/Int Char.			--- Number of Accidents ---									
HAL Year	Route	Begins at Reference Marker	Ends at Reference Marker	Int#	Seg Lgth	Hal Typ	Avg AADT	Exposure MVM or MEV	Type (Clsf Cde)	Int Cntl	Int Config	Fat	Inj	Pdo	Int	Not At Int	Total Accd	Accd Per Exposure	UCL	Reduct Index	Severe Weight Rank
2018	9A	9A87032101	9A87032103		.3	SDL	23512	5.149	14			0	2	4	0	6	6	1.17	1.14	-0.38	-0.11
2018	9A	9A87032128	9A87032131		.4	SDL	47198	13.78	14			0	9	24	5	28	33	2.39	1.2	15.91	3.01
2018	9A	9A87032133	9A87032135		.3	SDL	38765	8.49	14			0	3	14	1	16	17	2.00	1.18	6.47	1.13
2018	9A	9A87032136		64	1.0	PII	46518	33.96	88	1	2	0	10	23	33	0	33	0.97	.91	14.66	14.04
2018	9A	9A87032136	9A87032136		.1	PIL	38765	2.83	60			0	10	27	33	4	37	13.07	8.39	23.93	21.26
2018	9A	9A87032141	9A87032143		.3	SDL	38765	8.49	34			0	5	14	6	13	19	2.24	2.06	1.00	0.30
2018	9A	9A87032142	9A87032144		.3	PIL	38765	8.49	34			0	13	23	6	30	36	4.24	3.61	18.00	7.23
2018	9A	9A87032149	9A87032151		.3	SDL	33620	7.363	34			0	4	14	1	17	18	2.44	2.05	2.39	0.63
2018	9A	9A87032166		74	1.0	PII	37888	27.66	82	3	3	0	6	11	17	0	17	0.61	.31	13.68	15.04
2018	9A	9A87032185	9A87032185		.1	SDL	7712	.563	72			0	3	7	7	3	10	17.76	4.92	6.73	6.57
2018	9A	9A87032186	9A87032188		.3	SDL	7689	1.684	68			0	1	7	2	6	8	4.75	3.24	2.04	0.33
2018	9A	9A87032189	9A87032193		.5	SDL	5998	2.189	68			0	3	8	6	5	11	5.03	3.31	3.25	0.58
2018	9A	9A87032214	9A87032218		.5	SDL	5018	1.832	68			0	2	7	2	7	9	4.91	3.27	2.51	0.38
2018	9A	9A87032220	9A87032221		.2	SDL	12758	1.863	42			0	3	8	4	7	11	5.90	3.2	4.54	2.52
2018	9A	9A87032222	9A87032226		.5	SDL	12758	4.657	68			0	8	20	10	18	28	6.01	3.43	11.51	2.15
2018	9A	9A87032238	9A87032241		.4	SDL	12758	3.725	68			0	1	13	10	4	14	3.76	3.41	0.81	0.07
2018	9A	9A87033001	9A87033003		.3	SDL	12385	2.712	72			0	5	18	6	17	23	8.48	5.63	7.24	1.79

SPECIFIED: MAXIMUM ANALYSIS LENGTH 3 REFERENCE MARKERS, STEP BY 1, ADJACENT PILS AND SDLS ARE LINKED.
INTERSECTION ACCIDENTS ARE INCLUDED.


987F87012068
Armand Pl
Penitentiary Service Rd
Woods Rd
300
100C87011009
100 87014041
Thomas Pl
987F87012067
100C87011010
Spirit Brook Pkwy
100C87011011
100 87014040
Royals Ct
987F 87012066
Pleasant Ridge Rd
987F
100C87011012
100
100 87014039
100A
Taylor Rd
987F87012065
100-87014038
Grassland Rd
Google Earth
© 2018 Google
600 ft
N

Route 100C

Under 23 USC §409, this report and its analysis and data are privileged against being introduced into evidence, disclosed in pretrial discovery, or used for any other purpose in civil litigation. NYSDOT and the State of New York do not waive such privilege by disclosing this report under the NYS Freedom of Information Law (FOIL), or to USDOT and FHWA under 23 USC §148.

HAL Year	Time Period			PIL Accidents	PIL LOC	SDL Accidents	SDL LOC	PII LOC	HAL Created
2018	01-JAN-2017	thru	31-DEC-2018	Linear&Intersection	99.9	Linear&Intersection	90.9	99.9	05-APR-2019

HAL Year	Route	Begins at Reference Marker	Ends at Reference Marker	Int#	Seg Lgth	Hal Typ	Avg AADT	Exposure MVM or MEV	Highway/Int Char. Type (Clsf Cde)	Int Cntl	Int Config	--- Number of Accidents --- Fat	Inj	Pdo	Int	Not At Int	Total Accd	Accd Per Exposure	UCL	Reduct Index	Severe Weight Rank
2018	100C	100C87011000	100C87011002		.3	SDL	4967	1.088	68			0	1	5	2	4	6	5.51	3.08	2.15	0.43
2018	100C	100C87011003	100C87011005		.3	SDL	14636	3.205	70			0	7	10	0	17	17	5.30	4.6	1.74	0.75
2018	100C	100C87011010	100C87011012		.3	PIL	20380	4.463	60			0	11	36	4	43	47	10.53	7.65	26.38	6.91

SPECIFIED: MAXIMUM ANALYSIS LENGTH 3 REFERENCE MARKERS, STEP BY 1, ADJACENT PILS AND SDLS ARE LINKED.

INTERSECTION ACCIDENTS ARE INCLUDED.