



NORTH 60

ATTACHMENT 1

**BUILD ANALYSIS
W/ ACQUEST DEVELOPMENT**

2024 Build Traffic Volumes - INT #12
 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A

Weekday Peak AM Hour
 10/21/2020



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	
Fit Protected		0.999			0.995			0.950			0.976	
Satd. Flow (prot)	0	2834	0	0	2982	0	0	1840	1647	0	1864	0
Fit 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)		627			979			555			134	
Travel Time (s)		9.5			14.8			12.6			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	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+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		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

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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)		547			899			475				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

→ Ø2 (R)	↓ Ø4
99 s	21 s
← Ø6 (R)	↑ Ø8
99 s	21 s

2024 Build Traffic Volumes - INT #12

Weekday Peak AM Hour

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10/21/2020

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

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10/21/2020

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	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+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		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

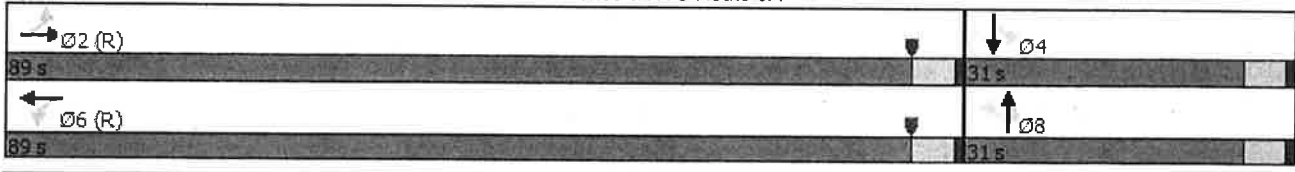


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	2	2		6	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum 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



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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								

2024 Build Traffic Volumes - INT #12 with Aquest Development
 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A

Weekday Peak AM Hour
 10/21/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕	↗		↕↕	
Traffic Volume (vph)	13	589	165	145	1373	13	57	0	76	2	0	2
Future Volume (vph)	13	589	165	145	1373	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		0.906			0.722			0.755			0.881	
Satd. Flow (perm)	0	2570	0	0	2164	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)		627			979			555			134	
Travel Time (s)		9.5			14.8			12.6			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	1492	14	62	0	83	2	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	833	0	0	1664	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	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+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		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

2024 Build Traffic Volumes - INT #12 with Aquest Development
 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A

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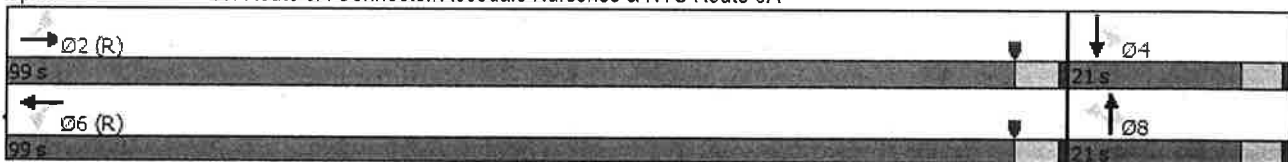


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8		4		
Permitted Phases	2			6			8		8	4		
Detector Phase	2	2		6	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum 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			0.93			0.49	0.38			0.02
Control Delay		2.1			19.4			64.3	15.4			0.2
Queue Delay		0.0			0.4			0.0	0.0			0.0
Total Delay		2.1			19.8			64.3	15.4			0.2
Queue Length 50th (ft)		14			378			47	0			0
Queue Length 95th (ft)		71			#824			90	47			1
Internal Link Dist (ft)		547			899			475				54
Turn Bay Length (ft)									150			
Base Capacity (vph)		2149			1796			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			0.93			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: 110
 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



2024 Build Traffic Volumes - INT #12 with Aquest Development
 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↑	↗		↕	
Traffic Volume (veh/h)	13	589	165	145	1373	13	57	0	76	2	0	2
Future Volume (veh/h)	13	589	165	145	1373	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	1492	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	1844	510	225	2072	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	2160	598	221	2426	24	1849	0	1851	405	219	624
Grp Volume(v), veh/h	439	0	394	802	0	862	62	0	83	4	0	0
Grp Sat Flow(s),veh/h/ln	1464	0	1316	1182	0	1491	1849	0	1851	1249	0	0
Q Serve(g_s), s	0.0	0.0	7.5	34.4	0.0	24.1	0.0	0.0	5.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.8	0.0	7.5	41.9	0.0	24.1	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	1281	0	1123	1045	0	1273	176	0	116	123	0	0
V/C Ratio(X)	0.34	0.00	0.35	0.77	0.00	0.68	0.35	0.00	0.71	0.03	0.00	0.00
Avail Cap(c_a), veh/h	1281	0	1123	1045	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	4.8	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	5.4	0.0	2.9	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	6.4	0.0	3.7	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	10.2	0.0	6.0	55.5	0.0	63.0	52.9	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	E	A	E	D	A	A
Approach Vol, veh/h		833			1664			145				4
Approach Delay, s/veh		2.5			8.0			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+I), s		9.5		5.5		43.9		7.3				
Green Ext Time (p_c), s		6.2		0.0		19.8		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			9.2									
HCM 6th LOS			A									

2024 Build Traffic Volumes - INT #12 with Aquest Development
 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1495	76	50	642	2	158	0	192	19	0	26
Future Volume (vph)	5	1495	76	50	642	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		0.993							0.850		0.923	
Flt Protected					0.996			0.950			0.979	
Satd. Flow (prot)	0	3352	0	0	2932	0	0	1840	1647	0	1852	0
Flt Permitted		0.953			0.682			0.780			0.789	
Satd. Flow (perm)	0	3194	0	0	2007	0	0	1511	1647	0	1492	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			1				48		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	1625	83	54	698	2	172	0	209	21	0	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1713	0	0	754	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	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+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		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

2024 Build Traffic Volumes - INT #12 with Aquest Development
 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A

Weekday Peak PM Hour
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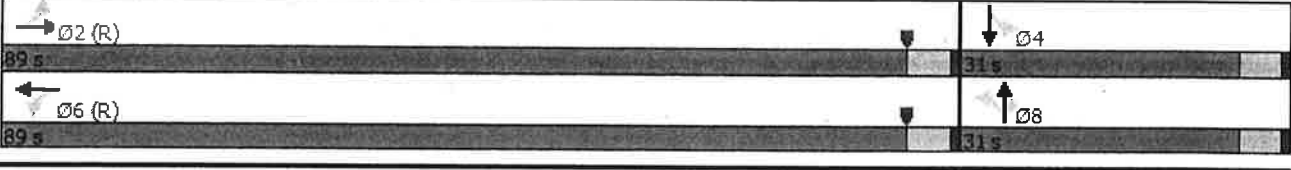


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	2	2		6	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum 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		0.71			0.50			0.72	0.70			0.19
Control Delay		9.9			7.6			64.3	48.2			23.4
Queue Delay		0.6			0.0			0.0	0.0			0.0
Total Delay		10.5			7.6			64.3	48.2			23.4
Queue Length 50th (ft)		530			101			128	119			14
Queue Length 95th (ft)		121			178			193	191			47
Internal Link Dist (ft)		555			874			497				103
Turn Bay Length (ft)									150			
Base Capacity (vph)		2425			1523			327	394			345
Starvation Cap Reductn		332			0			0	0			0
Spillback Cap Reductn		0			16			0	0			0
Storage Cap Reductn		0			0			0	0			0
Reduced v/c Ratio		0.82			0.50			0.53	0.53			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



2024 Build Traffic Volumes - INT #12 with Aquest Development
 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A

Weekday Peak PM Hour
 10/21/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1495	76	50	642	2	158	0	192	19	0	26
Future Volume (veh/h)	5	1495	76	50	642	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	1625	83	54	698	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	2435	123	104	1457	4	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	2	3381	171	95	2023	6	1026	0	1851	73	85	211
Grp Volume(v), veh/h	900	0	813	284	0	470	172	0	209	49	0	0
Grp Sat Flow(s),veh/h/ln	1876	0	1679	658	0	1467	1026	0	1851	369	0	0
Q Serve(g_s), s	0.0	0.0	31.5	13.0	0.0	15.8	0.0	0.0	12.3	0.8	0.0	0.0
Cycle Q Clear(g_c), s	30.8	0.0	31.5	44.5	0.0	15.8	20.8	0.0	12.3	21.5	0.0	0.0
Prop In Lane	0.01		0.10	0.19		0.00	1.00		1.00	0.43		0.57
Lane Grp Cap(c), veh/h	1381	0	1210	509	0	1057	261	0	364	115	0	0
V/C Ratio(X)	0.65	0.00	0.67	0.56	0.00	0.45	0.66	0.00	0.57	0.43	0.00	0.00
Avail Cap(c_a), veh/h	1381	0	1210	509	0	1057	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	9.0	0.0	9.1	9.1	0.0	6.9	47.1	0.0	43.7	41.8	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	2.1	4.3	0.0	1.4	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	10.6	0.0	9.8	2.6	0.0	4.4	5.3	0.0	5.8	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.7	0.0	11.2	13.5	0.0	8.3	51.6	0.0	45.3	44.3	0.0	0.0
LnGrp LOS	B	A	B	B	A	A	D	A	D	D	A	A
Approach Vol, veh/h		1713			754			381			49	
Approach Delay, s/veh		10.9			10.2			48.2			44.3	
Approach LOS		B			B			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		33.5		23.5		46.5		22.8				
Green Ext Time (p_c), s		18.5		0.0		6.4		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				16.2								
HCM 6th LOS				B								

2039 Build Traffic Volumes - INT #12
 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A

Weekday Peak AM Hour
 10/21/2020

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
Flt Protected		0.946			0.999				0.850		0.932	
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	

2039 Build Traffic Volumes - INT #12
 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A

Weekday Peak AM Hour
 10/21/2020

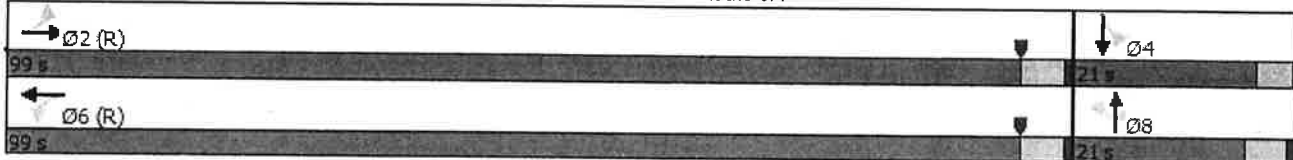


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8				4
Permitted Phases	2			6			8		8	4		
Detector Phase	2	2		6	6		8	8	8	4		4
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
Minimum 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



2039 Build Traffic Volumes - INT #12
 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A

Weekday Peak AM Hour
 10/21/2020

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.

2039 Build Traffic Volumes - INT #12 w/ Acquest Development
 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A

Weekday Peak AM Hour

10/21/2020

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	13	602	349	237	1407	13	119	0	107	2	0	2	
Future Volume (vph)	13	602	349	237	1407	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	
Friction		0.946			0.999				0.850		0.932		
Fit Protected		0.999			0.993			0.950			0.976		
Satd. Flow (prot)	0	2866	0	0	2995	0	0	1877	1680	0	1864	0	
Fit Permitted		0.908			0.608			0.755			0.908		
Satd. Flow (perm)	0	2605	0	0	1834	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	1529	14	129	0	116	2	0	2	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	1047	0	0	1801	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	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+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		CI+Ex			CI+Ex			CI+Ex			CI+Ex		
Detector 2 Channel													
Detector 2 Extend (s)		0.0			0.0			0.0			0.0		

2039 Build Traffic Volumes - INT #12 w/ Acquest Development
 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A

Weekday Peak AM Hour
 10/21/2020

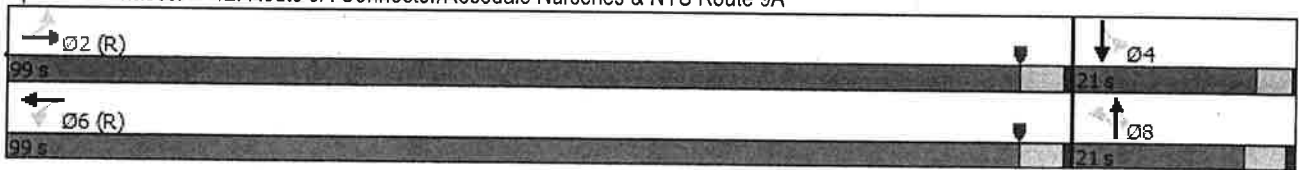


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	2	2		6	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum 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			1.23			0.74	0.39			0.02
Control Delay		2.5			126.2			75.2	12.4			0.2
Queue Delay		0.0			0.1			0.0	0.0			0.0
Total Delay		2.6			126.2			75.2	12.4			0.2
Queue Length 50th (ft)		48			~922			96	0			0
Queue Length 95th (ft)		61			#1064			#175	54			1
Internal Link Dist (ft)		557			888			494				176
Turn Bay Length (ft)									150			
Base Capacity (vph)		2143			1466			198	324			261
Starvation Cap Reductn		76			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			1.25			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



2039 Build Traffic Volumes - INT #12 w/ Acquest Development
 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A

Weekday Peak AM Hour
 10/21/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	602	349	237	1407	13	119	0	107	2	0	2
Future Volume (veh/h)	13	602	349	237	1407	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	1529	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	1376	787	236	1584	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	14	1735	993	248	1998	21	1260	0	1877	105	119	225
Grp Volume(v), veh/h	572	0	475	806	0	995	129	0	116	4	0	0
Grp Sat Flow(s),veh/h/ln	1498	0	1245	776	0	1491	1260	0	1877	450	0	0
Q Serve(g_s), s	0.0	0.0	15.3	79.8	0.0	49.8	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	49.8	12.7	0.0	6.9	12.8	0.0	0.0
Prop In Lane	0.02		0.80	0.32		0.01	1.00		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	1218	0	987	655	0	1182	216	0	232	101	0	0
V/C Ratio(X)	0.47	0.00	0.48	1.23	0.00	0.84	0.60	0.00	0.50	0.04	0.00	0.00
Avail Cap(c_a), veh/h	1218	0	987	655	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	22.5	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	117.3	0.0	7.3	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	38.4	0.0	12.4	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	139.8	0.0	15.1	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			1801			245			4	
Approach Delay, s/veh		5.3			70.9			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	47.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

2039 Build Traffic Volumes - INT #12
 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A

Weekday Peak PM Hour
 10/21/2020

												
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	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+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		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

2039 Build Traffic Volumes - INT #12
 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A

Weekday Peak PM Hour
 10/21/2020

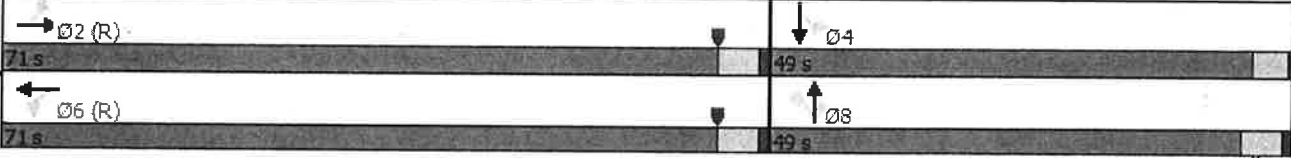


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	2	2		6	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum 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



2039 Build Traffic Volumes - INT #12
 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A

Weekday Peak PM Hour
 10/21/2020

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.

2039 Build Traffic Volumes - INT #12
 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A

Weekday Peak PM Hour
 10/21/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1502	137	80	644	2	372	0	299	19	0	26
Future Volume (vph)	5	1502	137	80	644	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
Frnt		0.987							0.850		0.923	
Fit Protected					0.995			0.950			0.979	
Satd. Flow (prot)	0	3334	0	0	2940	0	0	1840	1647	0	1852	0
Fit Permitted		0.953			0.522			0.756			0.756	
Satd. Flow (perm)	0	3177	0	0	1542	0	0	1465	1647	0	1430	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13							19		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	1633	149	87	700	2	404	0	325	21	0	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1787	0	0	789	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	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+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		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

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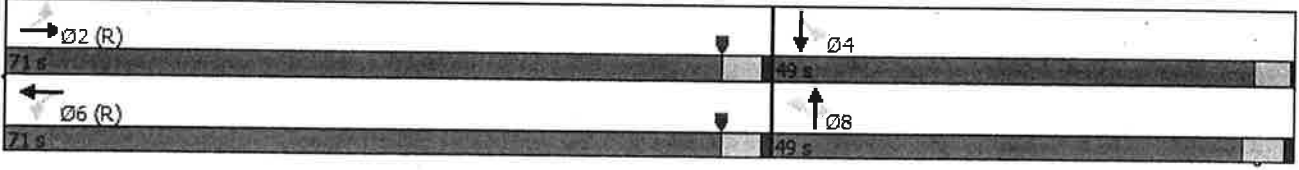


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	2	2		6	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum 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		0.94			1.53dl		0.87	0.61			0.10	
Control Delay		28.0			32.4		57.5	36.8			13.9	
Queue Delay		10.0			0.2		0.0	0.0			0.0	
Total Delay		38.0			32.7		57.5	36.8			13.9	
Queue Length 50th (ft)		425			260		287	195			11	
Queue Length 95th (ft)		#898			#435		400	276			37	
Internal Link Dist (ft)		551			888		491				109	
Turn Bay Length (ft)								150				
Base Capacity (vph)		1908			924		537	615			553	
Starvation Cap Reductn		135			0		0	0			0	
Spillback Cap Reductn		0			8		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		1.01			0.86		0.75	0.53			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: 90
 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



2039 Build Traffic Volumes - INT #12
 12: Route 9A Connector/Rosedale Nurseries & NYS Route 9A

Weekday Peak PM Hour
 10/21/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕	↗		↕↕	
Traffic Volume (veh/h)	5	1502	137	80	644	2	372	0	299	19	0	26
Future Volume (veh/h)	5	1502	137	80	644	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	1633	149	87	700	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	2484	223	138	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	2	3240	291	125	1682	5	937	0	1851	0	45	60
Grp Volume(v), veh/h	940	0	847	207	0	582	404	0	325	49	0	0
Grp Sat Flow(s),veh/h/ln	1876	0	1658	344	0	1467	937	0	1851	105	0	0
Q Serve(g_s), s	0.0	0.0	29.3	32.2	0.0	18.4	0.0	0.0	16.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	28.0	0.0	29.3	64.5	0.0	18.4	45.0	0.0	16.0	45.0	0.0	0.0
Prop In Lane	0.01		0.18	0.42		0.00	1.00		1.00	0.43		0.57
Lane Grp Cap(c), veh/h	1468	0	1271	306	0	1125	411	0	694	82	0	0
V/C Ratio(X)	0.64	0.00	0.67	0.67	0.00	0.52	0.98	0.00	0.47	0.60	0.00	0.00
Avail Cap(c_a), veh/h	1468	0	1271	306	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(l)	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	6.5	0.0	6.7	14.8	0.0	5.4	40.4	0.0	28.4	31.6	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	1.8	11.3	0.0	1.7	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	8.5	0.0	7.9	3.7	0.0	4.6	16.8	0.0	7.2	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.0	0.0	8.5	26.1	0.0	7.1	79.9	0.0	28.9	42.9	0.0	0.0
LnGrp LOS	A	A	A	C	A	A	E	A	C	D	A	A
Approach Vol, veh/h		1787			789			729			49	
Approach Delay, s/veh		8.2			12.1			57.2			42.9	
Approach LOS		A			B			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+l1), s		31.3		47.0		66.5		47.0				
Green Ext Time (p_c), s		17.4		0.0		0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.